

JOURNAL



OF THE

HOUSE OF ASSEMBLY

OF THE

PROVINCE



OF

NEW BRUNSWICK,

FROM THE

TENTH DAY OF FEBRUARY,

TO THE

THIRTEENTH DAY OF APRIL, 1859:

Being the Third Session of the Eighteenth General Assembly.



FREDERICTON.

JOHN SIMPSON, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY.

1859.



By His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON,
Lieutenant Governor and Commander in Chief of the Province of New
Brunswick, &c. &c. &c.

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Thursday the thirteenth day of May instant, I have thought fit further to prorogue the said General Assembly, and the same is hereby prorogued accordingly to Thursday the eighth day of July next.

Given under my Hand and Seal, at Fredericton, the sixth day of May,
in the year of our Lord one thousand eight hundred and fifty
eight, and in the twenty first year of Her Majesty's Reign.

By His Excellency's Command.

S. L. TILLEY.



By His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON,
Lieutenant Governor and Commander in Chief of the Province of New
Brunswick, &c. &c. &c.

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Thursday the eighth day of July next, I have thought fit to prorogue the said General Assembly, and the same is hereby prorogued accordingly to Thursday the twelfth day of August next.

Given under my Hand and Seal, at Fredericton, the twenty fifth day of
June, in the year of our Lord one thousand eight hundred and
fifty eight, and in the twenty second year of Her Majesty's Reign.

By His Excellency's Command.

S. L. TILLEY.



By His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON,
Lieutenant Governor and Commander in Chief of the Province of New
Brunswick, &c. &c. &c.

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Thurs-
day the twelfth day of August next, I have thought fit further to prorogue the
said General Assembly, and the same is hereby prorogued accordingly to Thursday
the sixteenth day of September next.

Given under my Hand and Seal, at Fredericton, the thirty first day of
July, in the year of our Lord one thousand eight hundred and
fifty eight, and in the twenty second year of Her Majesty's Reign.

By His Excellency's Command.

S. L. TILLEY.



By His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON,
Lieutenant Governor and Commander in Chief of the Province of New
Brunswick, &c. &c. &c.

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Thurs-
day the sixteenth day of September instant, I have thought fit further to
prorogue the said General Assembly, and the same is hereby prorogued accordingly to
Thursday the twenty first day of October next.

Given under my Hand and Seal, at Fredericton, the eighth day of Sep-
tember, in the year of our Lord one thousand eight hundred and
fifty eight, and in the twenty second year of Her Majesty's Reign.

By His Excellency's Command.

S. L. TILLEY.



By His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON,
Lieutenant Governor and Commander in Chief of the Province of New
Brunswick, &c. &c. &c.

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Thurs-
day the twenty first day of October instant, I have thought fit further to
prorogue the said General Assembly, and the same is hereby prorogued accordingly
to Thursday the twenty fifth day of November next.

Given under my Hand and Seal, at Fredericton, the twelfth day of
October, in the year of our Lord one thousand eight hundred and
fifty eight, and in the twenty second year of Her Majesty's Reign.

By His Excellency's Command.

S. L. TILLEY.



By His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON
Lieutenant Governor and Commander in Chief of the Province of New
Brunswick, &c. &c. &c.

J. H. T. MANNERS-SUTTON.

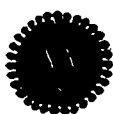
A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Thursday the twenty fifth day of November instant, I have thought fit further to prorogue the said General Assembly, and the same is hereby prorogued accordingly to Thursday the sixth day of January next.

Given under my Hand and Seal, at Fredericton, the sixteenth day of November, in the year of our Lord one thousand eight hundred and fifty eight, and in the twenty second year of Her Majesty's Reign.

By His Excellency's Command.

S. L. TILLEY.



By His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON,
Lieutenant Governor and Commander in Chief of the Province of New
Brunswick, &c. &c. &c.

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Thursday the sixth day of January instant, I have thought fit further to prorogue the said General Assembly, and the same is hereby prorogued accordingly to Thursday the tenth day of February next, then to meet at Fredericton for the dispatch of business.

Given under my Hand and Seal, at Fredericton, the third day of January, in the year of our Lord one thousand eight hundred and fifty nine, and in the twenty second year of Her Majesty's Reign.

By His Excellency's Command.

S. L. TILLEY.

JOURNAL
OF THE
HOUSE OF ASSEMBLY

OF THE
Province of New Brunswick.

His Excellency The Honorable John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief, &c. &c. &c.

Fredericton, Thursday, 10th February, 1859.

THE House having been by several Proclamations prorogued until this day, then to meet for the dispatch of business; and being met—

The Clerk of the Crown in Chancery delivered to the Clerk of the Assembly—Returns from the Sheriff of the City and County of Saint John, and the Sheriff of the County of Carleton, to Writs of Election issued during the recess, by reason of vacancies having occurred in the Representation for the City of Saint John, and the said County of Carleton, in consequence of James A. Harding, Esquire, late Speaker of the Assembly, having resigned his Seat upon being appointed to the Office of High Sheriff for the said City and County of Saint John; and the Honorable Charles Connell having vacated his Seat by accepting the Office of Postmaster General.

The Clerk of the Crown in Chancery also delivered in a Roll containing the names of the Members returned by the said Sheriffs as duly elected to fill the vacancies thus occasioned, and which is as follows:—

“ NEW BRUNSWICK.

“ *Roll of Persons returned to serve in the General Assembly of the Province since the Prorogation on 6th April, 1858.*

- “ 1. For the City of Saint John—Joseph W. Lawrence.
- “ 2. For the County of Carleton—Charles Connell.

“ *Office of the Clerk of the Crown in Chancery, 10th February, 1859.*

S. L. TILLEY, C. C. C.”

The Honorable L. A. Wilmot, one of the Commissioners named in the Commission under the Great Seal bearing date the 20th day of June 1857, for the duly qualifying the Members of the Assembly, attended, and administered the oath to the said Joseph W. Lawrence, Esquire, and the Honorable Charles Connell; whereupon they took their Seats.

A Message was then received from His Excellency the Lieutenant Governor, by the Gentleman Usher of the Black Rod, requiring the immediate attendance of the House in the Council Chamber.

The House attended accordingly, when the Honorable William Black, President of the Legislative Council said—

“ *Honorable Gentlemen of the Legislative Council, and
“ Gentlemen of the House of Assembly,*

“ I am commanded by His Excellency the Lieutenant Governor to acquaint you that the Office of Speaker of the House of Assembly having become vacant by the resignation of James A. Harding, Esquire, His Excellency doth not think fit to declare the
causes

causes for summoning this General Assembly until there shall be a Speaker of the House of Assembly:—It is therefore His Excellency's pleasure that you, Gentlemen of the Assembly, do repair to the place where the Sittings of the Assembly are usually held, and there choose a fit person to be your Speaker; and that you present the person who shall be so chosen, to His Excellency in this House, for approval."

The House being returned—

Mr. M'Leod, a Member for King's County, moved—

That the House do now adjourn until to-morrow morning at ten o'clock; which being seconded by Mr. M'Adam, a Member for the County of Charlotte, the question was put, when the House divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Tilley,	Mr. Hanington,	Mr. Kerr,	Mr. Lawrence,
Hon. Mr. Fisher,	Cudlip,	Gray,	M'Phelim,
Hon. Mr. Brown,	Chandler,	End,	W. E. Perley,
Hon. Mr. Watters,	Tibbits,	Read,	Montgomery,
Hon. Mr. Connell,	Gillmor,	Williston,	DrsBrisay,
Hon. Mr. Smith,	M'Adam,	Lewis,	M'Intosh,
Hon. Mr. Johnson,	Tapley,	M'Millan,	Wilmot,
Mr. Steadman,	C. Perley.	Mitchell,	Gilbert,
M'Leod,		Botsford,	Vail,
		Allen,	Scovil.

Whereupon it was decided in the negative.

Mr. Gillmor, a Member for the County of Charlotte, then rose, and addressing himself to the Clerk, proposed the Honorable John M. Johnson, a Member for the County of Northumberland, to fill the Office of Speaker, and moved that he take the Chair; which motion was seconded by Mr. Tibbits, a Member for the County of Victoria.

Mr. M'Leod, a Member for King's County, then rose, and addressing the Clerk, proposed Daniel Hanington, Esquire, a Member for the County of Westmorland, to fill the Office, and moved that he take the Chair; which motion was seconded by Mr. Steadman, a Member for the County of Westmorland.

Mr. Steadman then moved, that the House do now adjourn until to-morrow morning at ten o'clock; and it being seconded by Mr. C. Perley, a Member for the County of Carleton—

The question was put, and carried in the affirmative; and

The House accordingly adjourned to meet to-morrow morning at ten o'clock.

Friday. 11th February. 1859.

Prayers.

In pursuance of the commands of His Excellency the Lieutenant Governor, the House again proceeded to the election of a Speaker; and

On motion of Mr. Mitchell, a Member for the County of Northumberland,
Resolved, That the Clerk do put the question under the nominations of yesterday, and in the order in which the respective Members were nominated.

Which being seconded by Mr. Tibbits, a Member for the County of Victoria, and the Resolution adopted—

The question was then put by order of the House—That the Honorable John M. Johnson be the Speaker of this House, and that he take the Chair.

Whereupon the House divided as follows:—

YEAS.

YEAS.

NAYS.

Hon. Mr. Smith,
 Hon. Mr. Watters,
 Hon. Mr. Brown,
 Hon. Mr. Connell,
 Mr. Read,
 M. Millan,
 Mitchell,
 M. Adam,
 Montgomery,

Mr. Tapley,
 Ferris,
 DesBrisay,
 C. Perley,
 Tibbits,
 Cudlip,
 Gillmor,
 End.

Hon. Mr. Fisher,
 Hon. Mr. Tilley,
 Mr. Kerr,
 Gray,
 Williston,
 Lewis,
 Steadman,
 Botsford,
 Allen,
 Lawrence,

Mr. M. Phelim,
 W. E. Perley,
 Scovil,
 Vail,
 M. Leod,
 M. Intosh,
 Wilmot,
 Chandler,
 Gilbert.

And this being decided in the negative—

The question was put—That Daniel Hanington, Esquire, be the Speaker of this House, and that he take the Chair.

Mr. End then rose, declaring his reasons for giving a negative vote upon the election of Mr. Hanington; when

Mr. M. Leod brought under the notice of the House a Question of Order—That the Debate having closed, whether Mr. End would be permitted to offer any further remarks before the decision of the House was had; and

Upon the Question of Order being put, the House divided as follows:—

YEAS.

NAYS.

Hon. Mr. Brown,
 Mr. Kerr,
 Read,
 Williston,
 End,
 M. Millan,
 Mitchell,
 Botsford,

Mr. Allen,
 M. Phelim,
 Montgomery,
 C. Perley,
 Gilbert,
 Gillmor,
 Chandler.

Hon. Mr. Fisher,
 Hon. Mr. Tilley,
 Hon. Mr. Watters,
 Hon. Mr. Connell,
 Mr. Gray,
 Lewis,
 Steadman,
 Lawrence,
 M. Adam,

Mr. W. E. Perley,
 Tapley,
 Ferris,
 DesBrisay,
 Wilmot,
 Scovil,
 Vail,
 Tibbits,
 Cudlip.

And this being decided in the negative—

The question was then taken upon the election of Daniel Hanington, Esquire; when the House divided as follows:—

YEAS.

NAYS.

Hon. Mr. Tilley,
 Hon. Mr. Fisher,
 Hon. Mr. Brown,
 Hon. Mr. Smith,
 Hon. Mr. Connell,

Mr. Steadman,
 W. E. Perley,
 Tapley,
 Lewis,
 M. Leod.

Hon. Mr. Watters,
 Mr. Kerr,
 Gray,
 Read,
 Williston,
 End,
 M. Millan,
 Mitchell,
 Botsford,
 Allen,
 Lawrence,
 M. Phelim,
 M. Adam,

Mr. Montgomery,
 DesBrisay,
 M. Intosh,
 Wilmot,
 Ferris,
 Scovil,
 Vail,
 Tibbits,
 Chandler,
 Gillmor,
 Cudlip,
 Gilbert.

And so this was decided in the negative.

Mr. Scovil, a Member for King's County, then proposed Bliss Botsford, Esquire, a Member for the County of Westmorland, as Speaker, and moved that he take the Chair; which was seconded by Mr. Lewis, a Member for the County of Albert.

Mr. Tibbits, a Member for the County of Victoria, then again proposed the Honorable John M. Johnson, as Speaker, and moved that he take the Chair; which was seconded by Mr. C. Perley, a Member for the County of Carleton.

The question was then taken upon the election of Mr. Botsford, when the House divided as follows:—

YEAS.		NAYS.	
Mr. Kerr,	Mr. Montgomery,	Hon. Mr. Tilley,	Mr. W. E. Perley,
Gray,	DesBrisay,	Hon. Mr. Fisher,	Tapley,
Read,	M'Intosh,	Hon. Mr. Brown,	Ferris,
Lewis,	Wilmot,	Hon. Mr. Smith,	C. Perley,
End,	Scovil,	Hon. Mr. Watters,	Tibbits,
M'Millan,	Gilbert,	Hon. Mr. Connell,	Cudlip,
Allen,	Vail,	Mr. Mitchell,	Gillmor,
Lawrence,	Williston,	Steadman,	Hanington,
M'Phelim,	Chandler,	M'Adam,	M'Leod.

The division being equal, and the election of Mr. Botsford thereby negatived—

The question was then put upon the election of Mr. Johnson ; when the House again divided as follows :—

YEAS.		NAYS.	
Hon. Mr. Tilley,	Mr. Mitchell,	Mr. Gray,	Mr. Vail,
Hon. Mr. Smith,	W. E. Perley,	Williston,	Wilmot,
Hon. Mr. Fisher,	Tapley,	Allen,	Chandler,
Hon. Mr. Brown,	Ferris,	Lawrence,	Gilbert,
Hon. Mr. Watters,	Tibbits,	M'Phelim,	M'Leod,
Hon. Mr. Connell,	C. Perley,	M'Intosh,	Hanington.
Mr. Kerr,	Cudlip,	Scovil,	
Read,	Gillmor,		
Lewis,	M'Adam,		
End,	Montgomery,		
M'Millan,	DesBrisay.		
Steadman,			

It being thereupon carried in the affirmative—

Mr. Johnson was then taken from his Seat by Mr. Tibbits and Mr. C. Perley, and conducted by them to the Chair ; and when on the steps, addressed himself to the House as follows :—

" Gentlemen,

" I thank you for the honor you have conferred upon me, and trust that the confidence manifested by your vote will not be diminished by my conduct while presiding over your deliberations.

" I rely with confidence on your co-operation and support in aid of my endeavours to preserve the order, and expedite the business of the House."

Mr. Johnson then took the Chair ; and

The House adjourned until to-morrow morning at 11 o'clock.

Saturday, 12th February, 1859.

Prayers.

The House met pursuant to adjournment.

A Message was received from His Excellency the Lieutenant Governor, by the Gentleman Usher of the Black Rod, requiring the immediate attendance of the House in the Council Chamber.

Accordingly Mr. Speaker elect, with the House, went up to the Council Chamber. And being returned—

Mr. Speaker reported, that he had addressed His Excellency to the effect following :—

" May it please Your Excellency,

" Your Excellency having communicated your pleasure to the Assembly, they returned to the place where they usually deliberate, and proceeded to choose a Speaker. They have elected me to that important and honorable situation, and they now present me for Your Excellency's approval."

The

The Honorable Mr. Black, President of the Legislative Council, then spoke as follows :—

“ Mr. Johnson,

“ I am commanded by His Excellency the Lieutenant Governor to assure you, that he is fully sensible of your zeal for the Public Service, and of your sufficiency to execute the duties of the office to which you have been elected by the House of Assembly, and that he doth most readily approve of their choice, and allow and confirm you to be their Speaker.”

That he, Mr. Speaker, then addressed His Excellency in the following words :—

“ May it please Your Excellency,

“ Your Excellency having been pleased to approve the choice the House of Assembly have made, in electing me to be their Speaker, on my own behalf I have to request that any error of mine may not be imputed to the House of Assembly.”

To which the President of the Legislative Council replied—

“ Mr. Speaker,

“ Though His Excellency is sensible that you do not stand in need of such assurance, His Excellency will ever put the most favourable construction on your words and actions.”

Mr. End moved for leave to bring in—A Bill relating to the Action of Ejectment.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Kerr moved for leave to bring in—A Bill to repeal an Act intituled “ An Act to amend the Law for the relief of Insolvent Debtors.”

Leave granted.

The said Bill being brought in was read a first time.

Mr. Tibbits moved for leave to bring in—A Bill to repeal an Act intituled “ An Act to alter and amend an Act to authorize the construction of Railways in this Province.”

Leave granted.

The said Bill being brought in was read a first time.

Mr Speaker then further reported—That when in attendance on His Excellency the Lieutenant Governor in the Council Chamber, His Excellency had been pleased to make a Speech to both Houses, of which Mr. Speaker said he had, for greater accuracy, obtained a copy, which he read to the House, and is as follows :—

“ Mr. President, and Honorable Gentlemen of the Legislative Council,

“ Mr. Speaker, and Gentlemen of the House of Assembly,

“ THE period of the year has now arrived when it has been usual to summon you for the performance of your Legislative duties ; and I feel satisfaction in recurring to you for your advice and assistance.

“ When last I met you, I ventured to express a hope that the Mutiny in India might, by the blessing of God, be the means of strengthening British authority in that part of the Empire : We may now rejoice in the confident belief that this hope will be speedily realized, and you will, I know, heartily join with me in the expression of fervent gratitude for the victories with which it has pleased Providence to bless Her Majesty's Arms.

“ It is, I regret to say, impossible to refer to the past year as one of commercial prosperity : The demand for our Staple Exports has not as yet recovered from the effects of the disasters which recently disturbed the trade of the world ; but it is gratifying to observe some symptoms of improvement in our commercial prospects, and I trust that, ere long, renewed prosperity will reward the combined prudence and energy of our Merchants.

“ I congratulate you on the abundance of the Crop of the past season ; and the general success which has attended those who have applied their capital and industry

to the development of our Fisheries, affords to us another subject for sincere congratulation and thankfulness.

“ The progress of the Railway works now in course of construction has been uninterrupted. Reports and other documents explanatory of the state of these works, and of the Expenditure connected therewith, will be laid before you.

“ In connection with this subject, I congratulate you on the position which our Debentures have attained among Securities of a similar description. You will have observed with satisfaction the increased and increasing estimation in which they are held. I cannot doubt that this gratifying circumstance, which affords unquestionable proof of the reliance which is placed on the pledged faith of the Province, is in some degree, at least, to be attributed to the fact that, during the recent crisis, it was well known among the leading Capitalists of the Mother Country that we were determined, at all sacrifices, faithfully to fulfil our engagements both here and elsewhere, and that every possible precaution had been taken to enable the Government to do so, even if the pressure had been greater than it was.

“ *Mr. Speaker, and Gentlemen of the House of Assembly,*

“ The Accounts of the Receipts and Expenditure of the past year will be laid before you; and I have given directions that the Estimates for the current year shall be submitted to you.

“ You will observe with regret, that owing to the continued depression of our Trade, the Revenue of last year fell short of the estimated amount; but this circumstance has not prevented the prompt payment of all demands upon the Treasury.

“ The liabilities which we have incurred and are incurring for the construction of extensive Public Works, afford an additional reason for the exercise of caution in our expenditure. I am confident that you will combine a wise economy with an ample provision for the requirements of the Public Service.

“ The Act under which the existing Customs Duties are levied will shortly expire, and this subject will necessarily receive your early consideration.

“ *Mr. President, and Honorable Gentlemen of the Legislative Council,*

“ *Mr. Speaker, and Gentlemen of the House of Assembly,*

“ Your Joint Address to Her Majesty on the subject of an Inter-Colonial Line of Railway, was transmitted by me to the Secretary of State, for presentation to Her Majesty.

“ In the course of the Autumn, the Governor General of Canada informed me that he had directed certain Members of His Council to proceed to England, to urge upon Her Majesty's Government the consideration of this subject; and that the Gentlemen to whom this mission had been submitted, were on the eve of their departure for England. I was also informed that a similar step had been taken by the Lieutenant Governor of Nova Scotia; and I directed two Members of my Council to proceed to England without delay, to co-operate with the Gentlemen deputed by the Governments of Canada and Nova Scotia. The Correspondence and other Documents connected with this subject, will be laid before you.

“ I recommend you to consider whether measures may not be adopted whereby the existing Agricultural Societies throughout the Province, may be rendered more effective for the attainment of the important object for which they have been established, and at the same time afford an additional stimulus to the application of capital and skill to the culture of the soil.

“ I have received from the Superintendent of Fisheries in Canada certain Documents, explanatory of the course recently adopted by the Government and Legislature of that Province with respect to the Fisheries in the Saint Lawrence and the neighbouring Rivers. Copies of these Documents will be laid before you.

“ You will concur with me in the opinion, that it is desirable to devise means for rendering the real resources of the Province more widely known among intending Emigrants from the Mother Country and elsewhere.

“ Upon these and on all other matters to which your attention may be directed, I fervently pray that the blessing of Providence may prosper your counsels, and guide your deliberations for the promotion of the welfare and happiness of the People.”

On

On motion of Mr. End,

Resolved, That a Committee be appointed to whom shall be referred all matters which may arise relating to the Privileges of this House.

Ordered, That Mr. End, Mr. Hanington, Mr. Kerr, Mr. Chandler, and Mr. Mitchell, do compose the said Committee.

On motion of Mr. M'Clelan,

Ordered, That three hundred copies of His Excellency's Speech be forthwith printed for the use of the Legislature.

On motion of Mr. Mitchell,

Resolved, That a Committee be appointed to whom shall be referred the Contingent Expenses of this House.

Ordered, That Mr. Mitchell, Mr. Lawrence, Mr. End, Mr. M'Adam, and Mr. Botsford, do compose the said Committee.

On motion of Mr. Lawrence,

Resolved, That a Committee be appointed to whom all matters affecting the Trade of the Province be referred.

Ordered, That Mr. Lawrence, Mr. M'Millan, Mr. Mitchell, Mr. DesBrisay, and Mr. Cudlip, do compose the said Committee.

Mr. Tibbits, a Member for the County of Victoria, proposed the Address to His Excellency the Lieutenant Governor, in answer to his Speech, which he read; and the same being seconded by Mr. M'Millan, a Member for the County of Restigouche, it was handed in to the Chair, where it was again read, and is as followeth:—

To His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

The Humble Address of the House of Assembly.

MAY IT PLEASE YOUR EXCELLENCY,

1. We, the faithful Commons of New Brunswick, thank Your Excellency for your Speech at the opening of this Session.

2. We unite with Your Excellency in the expression of fervent gratitude for the Victories with which it has pleased Providence during the last year to bless Her Majesty's Arms in India, and in the confident belief that by the Divine favour British authority will be strengthened in that portion of the Empire.

3. Though we have to regret that the past year has not been one of Commercial prosperity, and our Staple Exports have not recovered from the general depression of Trade, it is gratifying to observe some symptoms of improvement, and to be enabled to anticipate the period when renewed prosperity will reward the prudence and energy of our Merchants.

4. The abundant Crop the past season is a subject of gratitude; and although some branches of our Fisheries have been less productive than in former years, the success which has generally attended those who have applied their capital and industry to their development, is another subject of sincere congratulation and thankfulness.

5. We are gratified to learn that the progress of the Railway Works has been uninterrupted, and thank Your Excellency for the assurance that Documents explanatory of their state and expenditure will be laid before us.

6. The position which our Debentures have attained among securities of a similar description is a subject of congratulation; and we are pleased to learn that such precautionary measures were adopted by Your Excellency as to enable the Government promptly to meet their engagements both here and elsewhere, and we have no doubt that these measures have operated favourably upon the credit of the Province.

7. We thank Your Excellency for having directed the Accounts of the Receipts and Expenditure of the past year, and the Estimates for the current year, to be laid before us.

8. We regret that in consequence of the continued depression of Trade the Revenue of the last year falls short of the Estimate, but are gratified to learn that all demands upon the Treasury have been met with promptness.

9. We agree with Your Excellency that the liabilities we have incurred and are incurring in the construction of Public Works, afford an additional reason for caution in our expenditure; and we assure Your Excellency that we will combine economy with an ample provision for the requirements of the Public Service.

10. We shall give early and full consideration to the important subject of Revenue.

11. We thank Your Excellency for having transmitted to the Secretary of State for the Colonies, for presentation to Her Majesty, the Joint Address on the subject of the Inter-Colonial Railroad and for the promptness Your Excellency evinced in dispatching two Members of your Council to England to co-operate with the gentlemen deputed from Canada and Nova Scotia in urging upon Her Majesty's Government the consideration of this important subject, and also for the assurance that the correspondence and other documents connected therewith will be laid before us.

12. Deeply impressed with the importance of Agriculture, we will readily consider what measures may be adopted to render the Agricultural Societies more effective for the attainment of the object for which they were established, and also at the same time stimulate the application of capital and skill to the culture of the soil.

13. We thank Your Excellency for the assurance that copies of the documents received from the Superintendent of the Fisheries in Canada shall be laid before us.

14. We concur with Your Excellency in the opinion that it is desirable to devise means for rendering the resources of the Province more widely known among intending Emigrants from the Mother Country and elsewhere, and of attracting their attention to New Brunswick.

15. We unite with Your Excellency in the fervent prayer that the blessing of Providence may prosper our counsels and guide our deliberations for the promotion of the welfare and happiness of our people.

On motion of Mr. Tibbits,

Ordered, That the House do on Monday next the 14th day of February instant, at the hour of two o'clock, P. M., go into consideration of the Address now proposed in answer to the Speech of His Excellency the Lieutenant Governor.

On motion of Mr. Mitchell,

Resolved, That a Committee be appointed to whom shall be referred all matters relating to the Shipping Interests of the Province.

Ordered, That Mr. Mitchell, Mr. Wright, Mr. DesBrisay, Mr. M'Adam, and Mr. Wilmot, do compose the said Committee.

On motion of Mr. M'Millan,

Resolved, That a Committee be appointed to take into consideration all matters affecting the Lumbering Interests of the Province.

Ordered, That Mr. M'Millan, Mr. M'Intosh, Mr. Kerr, Mr. Gillmor, and Mr. C. Perley, be the Committee for that purpose.

On motion of Mr. Lewis,

Resolved, That a Committee be appointed to take into consideration all matters relating to the Mining Interests of the Province.

Ordered, That Mr. Lewis, Mr. W. E. Perley, Mr. Gilbert, Mr. Scovil, and Mr. Williston, be the Committee for that purpose.

On motion of Mr. C. Perley,

Resolved, That a Committee be appointed, consisting of a Member from each County, to take into consideration the Agricultural Interests of the Province.

Ordered, That Mr. C. Perley, Mr. Tibbits, Mr. M'Adam, Mr. M'Intosh, Mr. W. E. Perley, Mr. Kerr, Mr. Ferris, Mr. Scovil, Mr. Wilmot, Mr. Lewis, Mr. M'Phelim, Mr. Hanington, Mr. M'Millan, and Mr. Read, do compose the Committee.

On motion of Mr. Williston,

Resolved, That a Committee be appointed to take into consideration all matters relating to the Fisheries of the Province.

Ordered, That Mr. Williston, Mr. Chandler, Mr. Steadman, Mr. Montgomery, and Mr. Lawrence, be the Committee for that purpose.

On

On motion of Mr. M'Clelan,
Resolved, That fifteen hundred copies of the Journals of this House be printed for the use of the Legislature.

The House adjourned until to-morrow morning at 10 o'clock.

Monday, 14th February, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill relating to the Action of Ejectment:

A Bill to repeal an Act intituled "An Act to amend the Law for the relief of Insolvent Debtors: and

A Bill to repeal an Act intituled "An Act to alter and amend an Act to authorize the construction of Railways in this Province."

On motion of Mr. Mitchell,

Whereas it is desirable that the Debates and Proceedings of this House, with all the information that can possibly be given for the information of the people, should be disseminated as generally as possible; therefore

Resolved, That with that view this House will provide a sum of £—— to be divided amongst the Reporters who may attend during the present Session, according to the respective merits of the Reports which they may afford to the public.

The Resolution being sustained—

On motion of Mr. Mitchell, the blank was filled up with the sum of *Two hundred pounds*.

On like motion of Mr. Mitchell,

Resolved, That a Committee be appointed, who shall make such arrangements with the Reporters as will carry out the spirit of the foregoing Resolution.

Upon the question for adopting this Resolution, the House divided—

YEAS 9.

NAYS 21.

And it was thereupon decided in the negative.

Mr. Williston moved for leave to bring in—A Bill to repeal an Act relating to the Post Office, and to make other provisions in lieu thereof.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Cudlip moved for leave to bring in—A Bill in addition to and in amendment of Chapter 96, of the Revised Statutes, "Of the Survey and Exportation of Lumber."

Leave granted.

The said Bill being brought in was read a first time.

Mr. Lawrence moved for leave to bring in—A Bill for the abolishment of imprisonment for Debt except in certain cases, and for the better prevention and more effectual punishment of Fraud.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Cudlip, by leave, presented a Petition from the Chamber of Commerce of the City of Saint John, together with Henry G. Simonds, F. A. Wiggins, and fifty two others, Merchants and Inhabitants of the said City, praying for a repeal of the Act passed at the last Session for the relief of Insolvent Debtors; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Williston moved for leave to bring in—A Bill to divide the Parish of Nelson into two separate and distinct Parishes.

Leave granted.

The said Bill being brought in was read a first time.

The Honorable Mr. Tilley, by leave, presented a Petition from Samuel Bayard, M. D., G. J. Harding, M. D., John Waddell, M. D., William Bayard, M. D., W. S. Harding, M. R. C. S., James Robb, M. D., B. Travers, M. B. T. C. D., L. B. Botsford, M. D., and forty three others, Members of the Medical Profession in the Province, praying that an Act may pass regulating the qualification of Practitioners in Medicine and Surgery, and for the establishment of a "Medical Council of Health;" which he read.

Ordered, That the said Petition be received and lie on the Table.

The Honorable Mr. Tilley moved for leave to bring in—A Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a "Medical Council of Health" in the Province of New Brunswick.

Leave granted.

The said Bill being brought in was read a first time.

The Honorable Mr. Tilley moved for leave to bring in—A Bill to incorporate the Lepreau Manufacturing Company.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Mitchell,

Resolved, That no Bill of a private or personal nature be received or entertained by this House, unless it shall be certified that the sum of £7 10s. has been paid into the hands of the Deputy Receiver General, towards defraying the printing and other contingent expenses of this House; and that such be one of the Rules of the House.

To which Mr. End moved as an amendment—To expunge the whole thereof, after the word "Resolved," and substitute as follows:—

"That it is inexpedient, in the present state of this Province, to adopt any measure calculated to restrain the undoubted right of Her Majesty's subjects to avail themselves of the protection of the Legislature."

The question being taken upon the proposed amendment, the House divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Brown,	Mr. Williston,	Hon. Mr. Tilley,	Mr. M'Intosh,
Hon. Mr. Watters,	End,	Hon. Mr. Connell,	Wilmot,
Mr. Read,	Gillmor.	Hon. Mr. Smith,	Hanington,
		Mr. Gray,	Ferris,
		Lewis,	Vail,
		M'Clelan,	M'Leod,
		M'Millan,	Tibbits,
		Steadman,	C. Perley,
		Mitchell,	Chandler,
		Botsford,	Cudlip,
		Lawrence,	Wright,
		W. E. Perley,	Gilbert,
		Montgomery,	Scovil.
		DesBrisay,	

Whereupon it was decided in the negative; and

The question being then put upon the original Resolution, the House again divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Tilley,	Mr. DesBrisay,	Hon. Mr. Brown,	Mr. Botsford,
Mr. Gray,	Ferris,	Hon. Mr. Watters,	Scovil,
M'Clelan,	Wilmot,	Hon. Mr. Connell,	M'Leod,
M'Millan,	C. Perley,	Hon. Mr. Smith,	Chandler,
Mitchell,	Tibbits,	Mr. Read,	Gillmor,
Lawrence,	Wright,	Williston,	Vail,
Steadman,	Cudlip,	Lewis,	M'Intosh.
M'Phelim,	Gilbert,	End,	
Montgomery,	Hanington.		
W. E. Perley,			

And so it was carried in the affirmative; when

Mr.

Mr. Gillmor moved the following:—

Resolved, That the Resolution requiring that the sum of £7 10s. shall have been paid to the Deputy Receiver General on the presentation of a Bill of a private or personal nature, be reconsidered.

And upon this question, the House divided—

YEAS 17.

NAYS 19.

Whereupon it was decided in the negative.

Mr. Vail moved for leave to bring in—A Bill to establish additional Polling places in King's County.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Wilmot moved for leave to bring in—A Bill relating to taxation on the several Parishes of the City and County of Saint John.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Tibbits,

That the House proceed to the Order of the Day of Saturday last, to go into consideration of the proposed Address to His Excellency the Lieutenant Governor, in answer to the Speech at the opening of the Session.

The Order of the Day being read, the House according thereto went into consideration of the said Address, when it was read from the Chair throughout, and the House proceeded to take the same up Paragraph by Paragraph, and the Address being agreed to—

On motion of Mr. Tibbits,

Resolved, That the Address be engrossed, signed by the Speaker, and presented to His Excellency by the whole House; and

On like motion of Mr. Tibbits,

Resolved, That a Committee be appointed to wait upon His Excellency, to be informed when he will be pleased to receive the House therewith.

Ordered, That Mr. Tibbits, Mr. Vail, and Mr. Chandler, be the Committee for that purpose.

Mr. M'Leod moved for leave to bring in—A Bill to increase the Representation of King's County.

Leave granted.

The said Bill being brought in was read a first time.

On motion of the Honorable Mr. Watters,

Resolved, That Mr. End be one of the Committee on the part of this House, to unite with the Committee of the Honorable the Legislative Council in the management of the Legislative Library, in the place of the Honorable J. M. Johnson, now Speaker of this House; and

Ordered, That the Hon. Mr. Watters communicate the same to the Council.

Mr. Read moved for leave to bring in—A Bill to repeal certain Sections of Chapter 52, Title viii, of the Revised Statutes, relative to the election of Parish Officers, so far as the same relate to the County of Gloucester, and to make other provisions in lieu thereof.

Leave granted.

The said Bill being brought in was read a first time.

Mr. M'Adam, by leave, presented a Petition from the Rector, Church Wardens and Vestry of Saint Paul's Church, in the Parish of Grand Manan, in the County of Charlotte, praying that an Act may pass authorizing the sale of a part of the Glebe Lands in the said Parish, and invest the proceeds in other Lands; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr.

Mr. M'Adam moved for leave to bring in—A Bill to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, Grand Manan, to sell a portion of the Glebe Lands in the Parish, and invest the proceeds in other Lands.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Cudlip, by leave, presented a Petition from the Trustees of Saint Andrew's Church, in the City of Saint John, praying that an Act may pass authorizing the sale of certain Land, and to reinvest the proceeds thereof; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Cudlip moved for leave to bring in—A Bill to authorize the Trustees of Saint Andrew's Church, in the City of Saint John, to sell a Lot of Land in the Parish of Simonds.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Tibbits moved for leave to Bring in—A Bill to prevent the destruction of Moose in this Province.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Williston moved for leave to bring in—A Bill to extend Chapter 94, of the Revised Statutes, "Of the Inspection of Flour and Meal," to the County of Northumberland.

Leave granted.

The said Bill being brought in was read a first time.

Mr. C. Perley, by leave, presented a Petition from Joseph Rideout, Christopher Giggy, Charles M. Lloyd, and eighty three others, inhabitants of the Parish of Brighton, in the County of Carleton, praying for a division of the said Parish; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. C. Perley moved for leave to bring in—A Bill to divide the Parish of Brighton.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. M'Leod,

Resolved, That a Committee be appointed to take into consideration all matters relating to the Railways of the Province; and

Upon the question for sustaining this Resolution, the House divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Fisher,	Mr. M'Leod,	Mr. Gray,	Mr. M'Intosh,
Hon. Mr. Tilley,	Ferris,	Kerr,	Wilmot,
Hon. Mr. Connell,	W. E. Perley,	Williston,	Scovil,
Hon. Mr. Watters,	M'Millan,	Lewis,	C. Perley,
Hon. Mr. Brown,	End,	M'Clelan,	Tibbits,
Mr. Cudlip,	Read,	Mitchell,	Chandler,
Wright,	Hanington.	Lawrence,	Gilbert,
		M'Phelim,	Botsford,
		M'Adam,	Steadman,
		Montgomery,	Gillmor.
		DesBrisay,	

Whereupon it was decided in the negative.

On motion of Mr. M'Millan,

Resolved, That the apportionment of the sum of £200 for the Reporting the Proceedings of the House, as determined by Resolution this day, be referred to the Contingent Committee.

Mr. Gilbert moved for leave to bring in—A Bill in addition to and in explanation of Section 15, Chapter 112, of Title xxx, of the Revised Statutes, relating to Mortgages.

Leave granted.

The said Bill being brought in was read a first time.

The House adjourned until to-morrow morning at 10 o'clock.

Tuesday, 15th February, 1859.
Prayers.

Read a second time the following Bills, viz:—

A Bill to repeal an Act relating to the Post Office, and to make other provisions in lieu thereof:

A Bill in addition to and in amendment of Chapter 96, of the Revised Statutes, "Of the Survey and Exportation of Lumber:"

A Bill for the abolishment of imprisonment for Debt except in certain cases, and for the better prevention and more effectual punishment of Fraud:

A Bill to divide the Parish of Nelson into two separate and distinct Parishes:

A Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a "Medical Council of Health" in the Province of New Brunswick:

A Bill to incorporate the Lepreau Manufacturing Company:

A Bill to establish additional Polling places in King's County:

A Bill relating to taxation in the several Parishes of the City and County of Saint John:

A Bill to increase the Representation of King's County:

A Bill to repeal certain Sections of Chapter 52, Title viii, of the Revised Statutes, relative to the election of Parish Officers, so far as the same relate to the County of Gloucester, and to make other provisions in lieu thereof:

A Bill to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, Grand Manan, to sell a portion of the Glebe Lands in said Parish, and invest the proceeds in other Lands:

A Bill to authorize the Trustees of Saint Andrew's Church, in the City of Saint John, to sell a Lot of Land in the Parish of Simonds:

A Bill to prevent the destruction of Moose in this Province:

A Bill to extend Chapter 94, of the Revised Statutes, "Of the Inspection of Flour and Meal," to the County of Northumberland:

A Bill to divide the Parish of Brighton: and

A Bill in addition to and in explanation of Section 15, Chapter 112, of Title xxx, of the Revised Statutes, relating to Mortgages.

Mr. Lewis, by leave, presented a Petition from Peter M'Clelan, Edward Stevens, and James Brewster, Esquires, together with William Tingley, John W. H. Turner, and fifty one others, inhabitants of the Parish of Harvey, in the County of Albert, praying that an Act may pass to facilitate the draining of German Town Lake, in the said Parish; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. M'Clelan moved for leave to bring in—A Bill to amend an Act intituled "An Act to authorize the draining of German Town Lake, in the County of Albert."

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Tibbits,

Resolved, That the Bill introduced to the House on the 14th day of February instant, intituled "A Bill in addition to and in amendment of Chapter 96, of the Revised Statutes, of the Survey and Exportation of Lumber," be referred to the Committee on the Lumbering Interests of the Province, to report thereon.

On motion of Mr. Wilmot,

Ordered, That Mr. Wright be added to the Committee appointed on the 12th day of February instant, to take into consideration matters affecting the Lumbering Interests of the Province; and

On motion of the Honorable Mr. Connell,

Ordered, That Mr. Tibbits be added to the same Committee.

Mr. Cudlip, by leave, presented a Petition from Thomas O'Keleher, of the City of Saint John, praying that a Grant of Land made to one Richard Horsford, may be cancelled, and a Grant to the same issue to the Petitioner, for the reasons set forth; which he read.

Ordered, That the said Petition be received and referred to a Select Committee to report thereon; and further

Ordered, That Mr. Cudlip, Mr. End, and Mr. DesBrisay, do compose the said Committee.

Mr. Mitchell moved for leave to bring in—A Bill to repeal an Act intituled “An Act to provide for the better support of the Poor in certain Parishes in the County of Northumberland,” and make other provisions in lieu thereof.

Leave granted.

The said Bill being brought in was read a first time.

Mr. DesBrisay, by leave, presented a Petition from James A. James, Robert Hutchinson, Charles J. Sayre, Thomas W. Bliss, Esquires, and fifty one others, of the County of Kent, for an alteration in the time for the holding of the Circuit Court in the said County; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. DesBrisay moved for leave to bring in—A Bill to alter the time for holding the Circuit Court in the County of Kent.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Mitchell moved for leave to bring in—A Bill to authorize the Commissioners of Buoys and Beacons of the Port of Miramichi, to appropriate a part of the Funds in their hands for the purposes therein mentioned.

Leave granted.

The said Bill being brought in was read a first time.

Mr. M'Adam, by leave, presented a Petition from the Reverend Skeffington Thomson, Rector, of the Parish of Saint Stephen, in the County of Charlotte, and eight other inhabitants of the said Parish, praying for amendment in the Act 20th Victoria, relating to the Public Burial Grounds therein; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. M'Adam moved for leave to bring in—A Bill to amend the Act relating to the Public Burial Grounds in the Parish of Saint Stephen.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Kerr moved for leave to bring in—A Bill for establishing and maintaining a Police Force in the Town of Chatham, in the County of Northumberland.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Tibbits, from the Committee appointed to wait upon His Excellency the Lieutenant Governor, to ascertain at what time His Excellency would be pleased to receive the House with their Address in answer to the Speech at the opening of the Session, reported—That they had attended to that duty, and His Excellency was pleased to say, that he would receive the same at the hour of half past twelve o'clock on this day, at Government House.”

Mr. Mitchell, from the Committee upon the subject of the Contingencies of this House, submits a Report; and he having read the same, handed it in at the Clerk's Table, where it was again read, and is as follows:—

“The Contingent Committee beg leave to submit this their first Report on matters which have been under their consideration, and on which they desire the action of the House, as follows:—

“The Committee have had under their consideration the question connected with the Contingencies of this House, which they considered were last Session extravagantly high, and which expenditures it is desirable should be checked as far as can be done, consistent with the requirements of this House, and beg to recommend the following course for the present Session, viz:—

“That

"That the Clerk be instructed to provide such Stationery as may be required for the use of the House; that he should provide the several Members with the Stationery they may from time to time require, and keep a correct statement of the quantity and amount that each Member may receive; that the Stationery for the use of the Clerk and his staff shall also be provided and accounted for in the manner pointed out, and a separate account kept of the same, and those accounts should be kept in such a way that the Committee can from time to time inspect the same and obtain a copy thereof when required.

"They further report as their opinion, that the Clerk, the Clerk Assistant, and three Engrossing Clerks, are abundantly sufficient for the public service of the present Session.

"They also beg to report in reference to the question of Reporting the proceedings of this House, that they have conferred with the Gentlemen of the Press, and find that no satisfactory arrangement can be come to with the Publishers for the adequate supply of the Debates of this House for the limited Grant placed at their disposal; and as your Committee desire to give the public the fullest information, we think that object will be best secured by apportioning the Grant as follows:—The sum of £140 to be distributed by the Committee amongst the Reporters regularly attending and reporting fully the proceedings of this House, according to the efficiency of the work they may respectively perform, when such can be satisfactorily ascertained; and that the further sum of £60 be apportioned by the Committee, at the close of the Session, to the Reporter or Reporters who may give the most impartial and fullest Reports of the Legislative proceedings of this Session, according to their respective merits, should the Committee consider such Reporter or Reporters entitled thereto.

"Your Committee also recommend that the number of Journals be increased to two thousand.

"All which is respectfully submitted.

"P. MITCHELL,
WILLIAM END,
B. BOTSFORD,
J. W. LAWRENCE,
JOHN M'ADAM.

"Committee Room, 15th February, 1859."

Ordered, That the Report be accepted, and the Committee continued.

It being the time appointed by His Excellency the Lieutenant Governor to receive the House with their Address in answer to His Excellency's Speech at the opening of the Session, the House waited upon His Excellency at Government House, and presented the same, and which is as followeth:—

To His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

The Humble Address of the House of Assembly.

MAY IT PLEASE YOUR EXCELLENCY,

We, the faithful Commons of New Brunswick, thank Your Excellency for your Speech at the opening of this Session.

We unite with Your Excellency in the expression of fervent gratitude for the Victories with which it has pleased Providence during the last year to bless Her Majesty's Arms in India, and in the confident belief that by the Divine favour British authority will be strengthened in that portion of the Empire.

Though we have to regret that the past year has not been one of Commercial prosperity, and our Staple Exports have not recovered from the general depression of Trade, it is gratifying to observe some symptoms of improvement, and to be enabled to anticipate the period when renewed prosperity will reward the prudence and energy of our Merchants.

The abundant Crop the past season is a subject of gratitude; and although some branches of our Fisheries have been less productive than in former years, the success which has generally attended those who have applied their capital and industry to their development, is another subject of sincere congratulation and thankfulness.

We

We are gratified to learn that the progress of the Railway Works has been uninterrupted, and thank Your Excellency for the assurance that Documents explanatory of their state and expenditure will be laid before us.

The position which our Debentures have attained among securities of a similar description is a subject of congratulation; and we are pleased to learn that such precautionary measures were adopted by Your Excellency as to enable the Government promptly to meet their engagements both here and elsewhere, and we have no doubt that these measures have operated favourably upon the credit of the Province.

We thank Your Excellency for having directed the Accounts of the Receipts and Expenditure of the past year, and the Estimates for the current year, to be laid before us.

We regret that in consequence of the continued depression of Trade the Revenue of the last year falls short of the Estimate, but are gratified to learn that all demands upon the Treasury have been met with promptness.

We agree with Your Excellency that the liabilities we have incurred and are incurring in the construction of Public Works, afford an additional reason for caution in our expenditure; and we assure Your Excellency that we will combine economy with an ample provision for the requirements of the Public Service.

We shall give early and full consideration to the important subject of Revenue.

We thank Your Excellency for having transmitted to the Secretary of State for the Colonies, for presentation to Her Majesty, the Joint Address on the subject of the Inter-Colonial Railroad and for the promptness Your Excellency evinced in dispatching two Members of your Council to England to co-operate with the gentlemen deputed from Canada and Nova Scotia in urging upon Her Majesty's Government the consideration of this important subject, and also for the assurance that the correspondence and other documents connected therewith will be laid before us.

Deeply impressed with the importance of Agriculture, we will readily consider what measures may be adopted to render the Agricultural Societies more effective for the attainment of the object for which they were established, and also at the same time stimulate the application of capital and skill to the culture of the soil.

We thank Your Excellency for the assurance that copies of the documents received from the Superintendent of the Fisheries in Canada shall be laid before us.

We concur with Your Excellency in the opinion that it is desirable to devise means for rendering the resources of the Province more widely known among intending Emigrants from the Mother Country and elsewhere, and of attracting their attention to New Brunswick.

We unite with Your Excellency in the fervent prayer that the blessing of Providence may prosper our counsels and guide our deliberations for the promotion of the welfare and happiness of our people.

J. M. JOHNSON, JUN., *Speaker.*

And being returned—

Mr. Speaker reported, that His Excellency had been pleased to make the following Reply thereto:—

“ Mr. Speaker, and Gentlemen of the House of Assembly,

“ I thank you for your Address. The assurance of your co-operation affords me sincere satisfaction, and I rely with confidence on your zeal for the Public Service.”

On motion of Mr. Mitchell,

The House went into Committee of the whole on—The Supplementary Report from the Contingent Committee submitted this day.

Mr. Gillmor in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Report referred to them under their consideration, the following was moved:—

Resolved, As the opinion of this Committee, That the Report now under consideration should be adopted by the House, except the recommendation as to an increase in the number of Journals to two thousand copies, which should be limited to the number of fifteen hundred.

To

To which an amendment was moved—To expunge the whole of the Resolution, and substitute as follows:—

“Resolved, That the Report under consideration be adopted.”

That the question being taken upon the amendment, it was carried in the affirmative.

Ordered, That the Report be accepted, and the Report of the Contingent Committee adopted by the House.

Mr. Cudlip moved for leave to bring in—A Bill in addition to and amendment of an Act intituled “An Act relating to Co-Partnerships.”

Leave granted.

The said Bill being brought in was read a first time.

The House adjourned until to-morrow morning at 10 o'clock.

Wednesday, 16th February, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill to amend an Act intituled “An Act to authorize the draining of German Town Lake, in the County of Albert:”

A Bill to repeal an Act intituled “An Act to provide for the better support of the Poor in certain Parishes in the County of Northumberland,” and to make other provisions in lieu thereof:

A Bill to alter the time for holding the Circuit Court in the County of Kent:

A Bill to authorize the Commissioners of Buoys and Beacons of the Port of Miramichi, to appropriate a part of the Funds in their hands for the purposes therein mentioned:

A Bill to amend the Act relating to the Public Burial Grounds in the Parish of Saint Stephen:

A Bill for establishing and maintaining a Police Force in the Town of Chatham; in the County of Northumberland: and

A Bill in addition to and amendment of an Act intituled “An Act relating to Co-Partnerships.”

Mr. Tibbits moved for leave to bring in—A Bill to erect part of the Parishes of Grand Falls and Perth, in the County of Victoria, into a separate Town or Parish.

Leave granted.

The said Bill being brought in was read a first time.

Mr. M'Adam moved for leave to bring in—A Bill for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and also for the incorporating the several Congregations connected therewith.

Leave granted.

The said Bill being brought in was read a first time.

Mr. M'Phelim moved for leave to bring in—A Bill to amend the Act to regulate the election of Members to serve in the General Assembly.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Cudlip,

The House went into Committee of the whole on—A Bill to authorize the Trustees of Saint Andrew's Church, in the City of Saint John, to sell a Lot of Land in the Parish of Simonds.

Mr. Vail in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Williston,
The House went into Committee of the whole on—A Bill to divide the Parish of Nelson into two separate and distinct Parishes.

Mr. Lawrence in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Mr. Cudlip moved for leave to bring in—A Bill to modify the Laws relating to Interest and Usury.

Leave granted.

The said Bill being brought in was read a first time ; and

On motion of Mr. Lawrence,

Ordered, That the Committee of Trade do report by Bill or otherwise, on the operation of the Law of Usury and Interest in this Province.

On motion of Mr. M'Adam,

The House went into Committee of the whole on—A Bill to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, Grand Manan, to sell a portion of the Glebe Lands in said Parish, and invest the proceeds in other Lands.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

Mr. Wright moved for leave to bring in—A Bill in addition to and in amendment of an Act for the establishing and maintaining a Police Force in the Parish of Portland, in the City and County of Saint John.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Gillmor moved for leave to bring in—A Bill to amend an Act intituled "An Act in further amendment of the Law."

Leave granted.

The said Bill being brought in was read a first time.

Mr. Williston moved for leave to bring in—A Bill to provide for the appointment of Deputy Harbour Masters for the several Ports and Harbours in this Province.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Cudlip moved for leave to bring in—A Bill in amendment of and in addition to Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Actions."

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Williston,

Resolved, That the subject of the sale of Glebe and Church Lands by the Rector, Church Wardens and Vestry of the several Churches in this Province, be referred to a Committee, with power to report by Bill or otherwise ; and

Ordered, That Mr. Williston, Mr. Lawrence, Mr. Gray, Mr. Kerr, Mr. Gillmor, Mr. M'Leod, and Mr. C. Perley, do compose the said Committee ; and

On motion of Mr. Lawrence,

Resolved, That the Committee now appointed to report upon the propriety of vesting power in Church Wardens and Vestry of disposing of Church Properties, be authorized to extend their enquiries to all Religious Bodies having Properties in charge.

On

On motion of the Honorable Mr. Tilley,
Resolved, That the Bill to incorporate the Lepreau Manufacturing Company, be referred to a Committee of the whole House.

To which the Honorable Mr. Smith moved as an amendment—To expunge all after the word “Resolved,” and substitute as follows:—

“That the Rule of the House requiring the sum of £7 10s. to be paid to the Deputy Receiver General, before Acts of incorporation of a private nature be received by the House, be rescinded.”

Upon the question for the amendment, the House divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Smith,	Mr. Scovil,	Hon. Mr. Tilley,	Mr. M'Adam,
Hon. Mr. Watters,	M'Leod,	Hon. Mr. Brown,	W. E. Perley,
Hon. Mr. Connell,	C. Perley,	Mr. Kerr,	Tapley,
Mr. Lewis,	Tibbits,	Williston,	Ferris,
Botsford,	M'Intosh.	M'Clelan,	Chandler,
End,		M'Millan,	Cudlip,
		Mitchell,	Gilbert,
		Lawrence,	Wright.
		M'Phelim,	

Whereupon it was decided in the negative.

The question was then taken upon the original motion, when the House again divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Tilley,	Mr. Ferris,	Hon. Mr. Smith,	Mr. Botsford,
Hon. Mr. Connell,	Vail,	Hon. Mr. Watters,	M'Phelim,
Hon. Mr. Brown,	M'Leod,	Mr. End,	Scovil,
Mr. Kerr,	Wright,	Lewis,	M'Intosh,
Williston,	Cudlip,	M'Clelan,	C. Perley,
Lawrence,	Chandler,	M'Millan,	Tibbits,
W. E. Perley,	Gillmor,	Mitchell,	Gilbert.
Tapley,	M'Adam.		

And it being thereupon carried in the affirmative, the House went into Committee of the whole on the said Bill.

Mr. Kerr in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them, proceeded therein to the ninth Section thereof, and which is as follows:—

“9. The joint stock and property of the Company shall alone be responsible for the debts and engagements of the same.”

To which an amendment was moved—To expunge the whole thereof, and substitute as followeth:—

“The joint stock property and effects of the said Company shall be liable and responsible in the first place for the debts and engagements thereof; and after the failure of such joint stock property and effects, each shareholder, and his personal and real property, shall be liable to double the amount of his share or stock in the said Corporation.”

The question being taken upon the said proposed amendment, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. DesBrisay,	Hon. Mr. Tilley,	Mr. M'Adam,
Hon. Mr. Fisher,	M'Intosh,	Hon. Mr. Connell,	W. E. Perley,
Hon. Mr. Watters,	Wilmot,	Mr. Lawrence,	Tapley,
Hon. Mr. Brown,	Vail,	Mitchell,	Scovil,
Mr. Read,	Ferris,	Lewis,	C. Perley,
Gray,	Wright,	M'Clelan,	Gillmor,
Williston,	Cudlip,	Steadman,	Chandler.
M'Millan,	Gilbert,	Botsford,	
M'Phelim,	Tibbits.		
Montgomery,			

And it was thereupon carried in the affirmative.

That

That the Committee then having gone through the remaining Sections of the Bill, had agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed as amended.

On motion of Mr. M'Millan,

Resolved, That the apportionment of the sum of £200 for Reporting the Proceedings of the House, already granted, be referred to the Contingent Committee.

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Fisher, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, delivered the following Message:—

“ New Brunswick.

“ Message to the House of Assembly, 16th February, 1859.

“ J. H. T. MANNERS-SUTTON.

“ His Excellency the Lieutenant Governor lays before the House of Assembly, copies of Correspondence relative to the Act passed last Session, entitled ‘ An Act relating to the Action of Ejectment,’ viz:—

- “ 1. Despatch from the Lieutenant Governor to the Secretary of State, No. 37, June 24th, 1858 :
- “ 2. Despatch from the Secretary of State to the Lieutenant Governor, No. 9, August 2nd, 1858 :
- “ 3. Despatch from the Secretary of State to the Lieutenant Governor, No. 14, September 9th, 1858, with Enclosure.”

J. H. T. M-S.

The Documents communicated by this Message, being read at the Clerk's Table, are as follow:—

ACTION OF EJECTMENT.

(Copy)—No. 37.

Government House, Fredericton, New Brunswick, June 24, 1858.

MY LORD,—I have the honor to submit to your Lordship the following observations with respect to the Act (C. 21,) passed last Session, intituled “ An Act relating to the Action of Ejectment.”

In the first place I should state to your Lordship that in this Province it is not the practice, except in special cases, to print copies of Bills introduced into either House of Assembly.

It has however been my custom to procure copies of all Bills which from their titles, or from any other circumstance connected with them, appeared to me to require a preliminary examination ; but there was nothing in the title of the Act now under consideration to excite particular attention, and when it was submitted to me for my signature a few hours only before the Prorogation, with the Attorney General's Certificate that there was nothing in it which rendered it requisite for me to withhold my assent from it, I must confess with regret that the meaning and purport of the 19th Section escaped my notice.

Your Lordship will observe that the Attorney General in his Report on this Act states that when third parties hold possession of lands reserved for Military purposes and vested in the Secretary of State for the War Department, these lands can only be recovered by the form of Action specified in the Act. Now there may be some doubt as to the meaning of the 19th Section of this Act, but if my interpretation of it be correct, its effect will be to give to all persons holding adverse possession of lands, whether these lands be vested in the Crown or in the Secretary of State for War, or in private individuals, the right (if an Action of Ejectment be brought against them) to claim from the plaintiff the full value, as estimated by a jury, of all the improvements which they (viz. the parties in possession) may have made on the land, as a set-off against the mesne profits of the land. And taking into consideration the relative value of the land and labour in this Province, there can, I think, be very little doubt that in very many, if not in most instances, where an Action of Ejectment is successful, and the balance is struck between the value of the improvements and of the mesne profits of the land, that balance will be against the plaintiff.

It is true that the recovery by the defendant of the value of his improvements is conditional on the proof that his occupation of the land was known by the plaintiff ; and this condition may in some cases be fatal to the claim ; but it must be remembered that hitherto owners of land here may not unnaturally have thought it unnecessary to take immediately those stringent measures against persons holding unauthorized possession of their land which will now be requisite to prevent the growth of claims which may very far exceed the value of the fee simple of the

the

the land. Moreover, although the 1st Section of the Act provides that the alterations made by the Act in "the mode of proceeding by Ejectment" shall not extend to Actions already commenced and pending, it may be doubted whether in Actions commenced before the passing of the Act and now pending, the defendants may not, under the provisions of the 19th Section, set up claims for their improvements. At all events, there is not, so far as I have been able to discover, any provision in the Act which limits the operation of the 19th Section to improvements made subsequently to the passing of the Act, and this Section therefore must be considered as having to some extent at least a retrospective effect.

Your Lordship will observe that the Attorney General in his Report on the Act states that it should have had a clause in it exempting lands of the War Department from its operation, and he suggests that as no practical evil can arise from delaying the usual Order in Council to assent to it, it should not finally receive Her Majesty's assent until an Act declaratory of this exemption be passed. If this suggestion be adopted, it is of course clear that after the close of next Session all inconvenience, so far as the rights of the Crown are concerned, may be prevented; for if the Law be not amended during the next Session, in the manner proposed by the Attorney General, it may then be disapproved by Her Majesty in Council; but the Act will in the meantime (that is for seven or eight months at least) be in operation, for it does not contain a suspending clause, and I am not prepared to say that no inconveniences will occur during that period, or that if any inconvenience should occur, it will be possible to remedy it by subsequent legislation.

In conclusion, I can only repeat the expression of my regret that the real meaning and scope of the 19th Section of the Act escaped my notice, as it had previously escaped the notice of the Attorney General; for if I had been aware of its bearing on the rights of the Crown, I certainly should have deemed it my imperative duty to decline to assent to the Act.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

The Right Honorable Lord Stanley, M. P., &c. &c. &c., Colonial Office.

(Copy)—No. 9.

Downing Street, 2nd August, 1858.

SIR.—I have to acknowledge your Despatch, No. 37, of June 24th last, submitting your observations on the New Brunswick Act of last Session, Cap. 21, entitled "An Act relating to the Action of Ejectment," which had been transmitted among the other Acts of the Session with your Despatch No. 36, of the same date.

The observations of the Attorney General on the probable effect of this enactment in rendering it matter of great difficulty to recover lands from persons holding in adverse possession, appear to me to be deserving of very serious consideration. According to the principles now established with respect to Colonial legislation, Her Majesty's Government would not feel themselves justified in advising its disallowance on this account, if the question regarded the rights of private parties only, which must in the main be left to the protection of the Legislature.—But a different question arises when the interest of the Crown and of important public departments are also concerned. The Attorney General suggests the course of allowing the Act to remain in force, notwithstanding these objections, until next Session, by which time amending provisions may be enacted. But I fear that serious injury to the public interests might result from this postponement, inasmuch as, according to your own observation, several months would intervene, during which rights might be established against the Crown and its Officers with which it would be very difficult to deal.

Her Majesty will therefore be advised to disallow this Act, which I have no doubt was passed inadvertently as far as the rights in question are concerned, and the disallowance will take place at the next Council.

I have to assure you that Her Majesty's Government are fully sensible that the error on your own part, (as well as that of your law advisers) to which you advert, was one of a nature into which all public functionaries are liable to be led who have to deal with the complicated duties of legislation.

You will be shortly instructed as to the remaining Acts of the Session.

I have, &c.

(Signed)

E. B. LYTTON.

His Excellency the Lieut. Governor, &c. &c., New Brunswick.

(Copy)—No. 14.

Downing Street, 9th September, 1858.

SIR.—With reference to my Despatch No. 9, of the 2nd August, I transmit herewith an Order of Her Majesty in Council, dated the 2nd September, disallowing the Act passed by the Legislature of New Brunswick on the 6th day of April last, relating to the Action of Ejectment.

I have, &c.

(Signed)

E. B. LYTTON.

His Excellency the Lieut. Governor, &c. &c., New Brunswick.

(Enclosure.)

At the Court at Osborne House, Isle of Wight, 2nd day of September, 1858.

PRESENT :

The Queen's Most Excellent Majesty,
His Royal Highness the Prince Consort,

Lord Chancellor, Duke of Beaufort, Lord Stanley, Sir Edwd. Bulwer Lytton, Bart.	Lord President, Lord Steward, Mr. Secretary Walpole, Mr. Chancellor of the Exchequer,	Lord Privy Seal, Lord Chamberlain, Major General Peel, Mr. Henley.
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Whereas the Lieut. Governor of Her Majesty's Province of New Brunswick, with the Council and Assembly of the said Province, did in the month of April 1858, pass an Act which has been transmitted, entitled as follows, viz:—

No. 2593. An Act relating to the Action of Ejectment. 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, stating that he considers that under Section 19 of the said Act, the rights of the Crown with regard to Lands reserved for Military purposes might be injuriously affected, and therefore recommending that Her Majesty might be pleased to disallow the same: Her Majesty was thereupon this day pleased, by and with the advice of Her Privy Council, to declare her disallowance of the said Act, and the same is hereby disallowed accordingly; whereof the Governor, Lieut. Governor, or Commander in Chief for the time being, of Her Majesty's Province of New Brunswick, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

(Signed)

C. C. GREVILLE.

The Honorable Mr. Fisher, also by command of His Excellency, delivered the following Message:—

" New Brunswick.*" Message to the House of Assembly, 16th February, 1859.***" J. H. T. MANNERS-SUTTON.**

" His Excellency the Lieutenant Governor lays before the House of Assembly, copies of Correspondence and other Documents relative to the construction of an Inter-Colonial Line of Railway.

" I. Correspondence with the Governor General of Canada.

- " 1. Despatch from the Governor General to the Lieutenant Governor, dated 10th September, 1858, with Enclosures :
- " 2. Despatch from the Lieutenant Governor to the Governor General, dated 17th September, 1858 :
- " 3. Despatch from the Lieutenant Governor to the Governor General, dated 27th September, 1858, with Enclosure :
- " 4. Despatch from the Governor General to the Lieutenant Governor, dated 6th October, 1858.

" II. Correspondence with the Lieutenant Governor of Nova Scotia.

- " 1. Despatch from the Lieutenant Governor of Nova Scotia to the Lieutenant Governor, dated 29th May, 1858, with Enclosure :
- " 2. Despatch from the Lieutenant Governor to the Lieutenant Governor of Nova Scotia, dated June 3rd, 1858 :
- " 3. Despatch from the Lieutenant Governor of Nova Scotia to the Lieutenant Governor, dated 23rd September, 1858, with Enclosure :
- " 4. Despatch from the Lieutenant Governor to the Lieutenant Governor of Nova Scotia, dated 27th September, 1858, with Enclosure.

" III. Correspondence with the Secretary of State for the Colonial Department.

- " 1. Despatch from the Lieutenant Governor to the Secretary of State, No. 20, February 13th, 1858, with Enclosure :
- " 2. Despatch from the Secretary of State to the Lieutenant Governor, No. 11, May 13th, 1858 :
- " 3. Despatch from the Lieutenant Governor to the Secretary of State, No. 48, September 25th, 1858, with Enclosure :

- " 4. Despatch from the Secretary of State to the Lieutenant Governor, No. 27, October 23rd, 1858 :
- " 5. Despatch from the Secretary of State to the Lieutenant Governor, No. 41, December 24th, 1858.
- " IV. Report of Messieurs the Honorable the Attorney General and the Honorable Mr. Smith, dated 23rd December, 1858, with Enclosures."

J. H. T. M-S.

INTER-COLONIAL RAILWAY.

I. Correspondence with the Governor General of Canada.

(Copy)

Quebec, September 10, 1858.

SIR,—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 Railroad 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 matter.

I have, &c.

(Signed)

EDMUND HEAD.

His Excellency the Lieutenant Governor, &c. &c. &c. New Brunswick.

(Enclosure.)

Copy of a Report of a Committee of the Honorable the Executive Council, dated 6th September 1858, approved by His Excellency the Governor General.

The Committee of Council having reference to the recommendation contained in their Report of the 31st ultimo, on the subject of the Inter-Colonial Railway to connect Canada with the lower Provinces, 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.

(Signed) W. H. LEE, C. E. C.

(Enclosure.)

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; 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.

5.

5. *Resolved*, That Canada has already nearly completed the construction within the Province of 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 to 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.

(N. B.—The remaining enclosures in the preceding Despatch are documents, copies of which have already been communicated to the House of Assembly.)

(Copy)

Government House, Fredericton, N. B., September 17, 1858.

SIR,—I have the honor to acknowledge the receipt of your Excellency's Despatch of 10th instant, and of the copy, therein enclosed, of a Minute of the Executive Council of Canada approved by your Excellency, relating to the Inter-Colonial Railroad to connect Canada with the lower Provinces.

I also have the honor to acknowledge the receipt of printed copies of the Resolutions adopted by both Houses of Parliament in Canada on this subject, together with the copies of certain papers laid before the Canadian Legislature relating to the same matter.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency the Right Honorable the Governor General, Toronto.

(Copy)

Government House, Fredericton, N. B., September 27, 1858.

SIR,—With reference to the subject matter of your Excellency's Despatch of the 10th instant, I have 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 of the Province,) 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 Railway.

A copy of the Memorandum of my Council on this subject, of which I have approved, is enclosed for your Excellency's information.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency the Right Honorable the Governor General, Toronto.

(Enclosure.)

Memorandum of the Executive Council in Committee.

To His Excellency the Honorable J. H. T. Manners-Sutton, Lieutenant Governor, &c. &c. &c.

The Committee of Council having had under consideration your Excellency's Memorandum of 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 10th August 1857, we presented the reasons which induced us to urge upon Her Majesty's Government the necessity which existed for such a highway.

The Joint Address of the Legislative Council and House of Assembly to Her Majesty, passed on 6th April last, shews that the opinion then 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

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.

(Signed) CHARLES FISHER, DAVID WARK,
JAMES BROWN, A. J. SMITH,
S. L. TILLEY, CHARLES WATTERS.
W. H. STEEVES,

September 24, 1858.

(Copy) Government House, Toronto, C. W., October 6, 1858.

SIR,—I have the honor to acknowledge with thanks, your Excellency's Despatch of 27th ultimo, with its enclosure respecting the Inter-Colonial Railway.

I have, &c.

(Signed) EDMUND HEAD.

His Excellency the Lieutenant Governor, &c. New Brunswick.

II. Correspondence with the Lieutenant Governor of Nova Scotia.

(Copy) Government House, Halifax, Nova Scotia, 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 Governor General of Canada.

I have, &c.

(Signed) MULGRAVE.

His Excellency the Lieutenant Governor, &c. New Brunswick.

(Enclosure.)

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 Despatches of the Governor General of Canada, dated 23rd February last, and of the Lieutenant Governor of New Brunswick, of 10th 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 25th May, 1858.

Certified. (Signed) CHARLES TUPPER, C. E. C.

(Copy) ADDRESS TO THE QUEEN.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

The Humble Address of the Legislative Council and House of Assembly of Nova Scotia.

MAY IT PLEASE YOUR MAJESTY,

We, the loyal and devoted subjects of Your Majesty, the Legislative Council and House of Assembly of Nova Scotia, now in Provincial Parliament convened, approach Your Majesty to renew our expression of the unabated interest which the Legislature and people of this Province continue to take in the long agitated project of an Inter-Colonial Railroad, by which the Colonies of Canada, New Brunswick, and Nova Scotia, with the Sister Colony of Prince Edward Island, may be bound more closely together; and their intercourse and union facilitated, and the communication between the Parent State and Your Majesty's North American Empire be improved by a rapid and efficient mode of transport from the seaboard to its distant borders, independently of passage through foreign territory.

This great enterprise of National, no less than Colonial importance, has been through many years pressed upon the consideration of Your Majesty's Government. During the last season Delegates from the Governments of Canada and of this Province, in person, urged the undertaking on the attention of Your Majesty's Ministers.

The benefits of the measure, both in its National and Colonial relations, are acknowledged, and we abstain from repeating arguments so recently presented and so familiar, further than humbly to beg Your Majesty's consideration of the statements contained in the letter of the Delegates from this Province, addressed to the Right Honorable the Colonial Secretary, dated in London, on the twentieth day of August 1857, a copy of which accompanies this Address.

The gigantic work we advocate, has been facilitated by the efforts and expenditures of the the Provinces, but its accomplishment is beyond their unaided resources, and on the efficient assistance of Your Majesty's Government depends this great result.

In urging our prayers on Your Majesty, we are assured that it will not be its least recommendation to your Royal consideration, that while it has in view the consolidation of the National power, it affords to Your Majesty another occasion of manifesting your benignity and regard towards your loyal Colonial subjects in this portion of your extended Empire, by aiding an undertaking in which their feelings and interests are deeply engaged.

We humbly pray that Your Majesty will be graciously pleased to extend Imperial aid to this important measure, and to cause measures to be taken for ascertaining the views and ability of the several Provinces with respect to it, and the nature and extent of the assistance they respectively require, and of the aid Your Majesty's Government will be disposed to afford, that arrangements may be matured for the early commencement and the completion of this work by the united efforts of the three Provinces of Canada, New Brunswick, and Nova Scotia, with such co-operation and aid from your Majesty's Imperial Government, as may be commensurate with the greatness of the object, and the magnitude of the National interests which it promotes.

(Signed)

EDWARD KENNEY,
President Legislative Council.
STEWART CAMPBELL,
Speaker of the House of Assembly.

(Copy)

Government House, Fredericton, New Brunswick, June 3, 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.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency the Right Honorable the Lieutenant Governor, &c. &c. Halifax.

(Copy)

Government House, Halifax, Nova Scotia, 23rd Sept. 1858.

SIR,—I have the honor to transmit herewith the enclosed copy of a Minute in 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.

(Signed)

MULGRAVE.

His Excellency the Lieutenant Governor, &c. &c., New Brunswick.

(Enclosure.)

At a Council held at Government House on 21st September, 1858,

Present—His Excellency the Lieutenant Governor, the Hon. Mr. Johnston, the Hon. Mr. Tobin, the Hon. Mr. Brown, the Hon. Mr. Marshall, the Hon. Mr. Tupper,

His Excellency communicates to the Council a Despatch dated 10th inst., from the Right Honorable the Governor General of Canada, enclosing a Minute of the Executive Council 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 the 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.

Certified.

(Signed)

C. TUPPER, C. E. C.

(Copy)

Government House, Fredericton, New Brunswick, Sept. 27th, 1858.

MY LORD,—I have the honor to acknowledge the receipt of your Lordship's Despatch of 23rd inst., 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.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency the Right Honorable the Lieutenant Governor, &c. &c. Halifax.

(Enclosure.)

Copy of Memorandum of the Executive Council, in Committee, dated 24th September, 1858.

Government House, Halifax, Nova Scotia, 7th October, 1858.

SIR,—I have the honor to acknowledge the receipt of your Excellency's Despatch, enclosing for my information copy of a Memorandum submitted by your Council in Committee, with reference to the selection of two Delegates to proceed to England, to represent the interests of New Brunswick in the proposed discussion respecting the construction of an Inter-Colonial Line of Railway.

I have, &c.

(Signed)

MULGRAVE.

His Excellency the Lieutenant Governor, &c. &c. New Brunswick.

III. Correspondence with the Secretary of State for the Colonial Department.

(Copy)—No. 20.

Government House, Fredericton, New Brunswick, April 13th, 1858.

MY LORD,—I have the honor to transmit to your Lordship, with the request that it may be laid before Her Majesty, the enclosed Joint Address from the Legislative Council and House of Assembly of this Province to Her Majesty,* praying for such aid as may be consistent with Imperial interests, to enable the Provinces of Canada, Nova Scotia, and New Brunswick, to undertake the construction of an Inter-Colonial Railway to connect the said Provinces.

Your Lordship is aware of the purport of the Correspondence which has passed between the Governments of the three Provinces on this subject, and of the course which has been pursued respecting it by the Government and Legislature of this Province: I believe therefore that, in the present position of the question, I shall best perform my duty by expressing my readiness to furnish your Lordship with any additional information which it may be in my power to afford, as soon as I shall have learnt from your Lordship the particular points, if any, on which your Lordship requires this information.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

The Right Honorable Lord Stanley, M. P., &c. &c. Colonial Office.

* *Vide Journals House of Assembly, 1858, page 255.*

(Copy)—No. 11.

Downing Street, 13th May, 1858.

SIR,—I have to acknowledge the receipt of your Despatches, Nos. 10 and 13, of the 6th and 11th March, and No. 20, of 13th April, the last, enclosing an Address to the Queen from the Legislative Council and House of Assembly of New Brunswick, praying for Imperial aid towards the construction of an Inter-Colonial Railway to connect the British Provinces in North America.

I shall defer the consideration of this important subject until I am in possession of any Addresses relating thereto which may be addressed to Her Majesty by the Legislatures of Canada and Nova Scotia.

I have, &c.

(Signed)

STANLEY.

His Excellency the Lieut. Governor, &c. New Brunswick.

(Copy)—No. 48.

Government House, Fredericton, New Brunswick, Sept. 25, 1858.

SIR,—I have the honor to transmit to you, herein enclosed, a copy of a Memorandum of my Council in Committee, together with a copy of the Governor General's Despatch referred to in that Memorandum.

In accordance with the recommendation of my Council, I have directed Mr. Fisher (the Attorney General), and Mr. Smith (also a Member of the Executive Council), to proceed without delay to England for the purpose of representing the interests of this Province in the proposed discussion respecting the construction of an Inter-Colonial Railway; and I have the honor to introduce these Gentlemen to you.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

The Right Honorable Sir E. Bulwer Lytton, Bart., M. P., &c. Colonial Office.

(Enclosures.)

Copy of Memorandum of the Executive Council in Committee, dated 24th September, 1858.
Copy of a Despatch from the Governor General, dated September 10, 1858.

(Copy)—No. 27.

Downing Street, 23rd October, 1858.

SIR,—I have to acknowledge the receipt of your Despatch No. 48, of 25th September, reporting the appointment of Mr. Fisher, the Attorney General of New Brunswick, and Mr. Smith, a Member of the Executive Council, to proceed to England to represent the interests of this Province in the discussion respecting the construction of an Inter-Colonial Railway.

I have, &c.

(Signed)

E. B. LYTTON.

His Excellency the Lieut. Governor, &c. New Brunswick.

(Copy)—No. 41.

Downing Street, 24th December, 1858.

SIR,—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 benefit 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.

(Signed)

E. B. LYTTON.

His Excellency the Lieut. Governor, &c. New Brunswick.

IV. Report of Messieurs the Honorable the Attorney General and the Honorable Mr. Smith, dated 23rd December, 1858, with Enclosures.

Report from the Attorney General and the Honorable A. J. Smith, of their mission to England on subject of Inter-Colonial Railway.

(Copy)

Fredericton, 23rd December, 1858.

SIR,—We have to report for the information of His Excellency the Lieutenant Governor, that, having been commissioned by His Excellency to proceed to England to unite with Delegates from Canada and Nova Scotia in urging upon the Imperial Government the importance of the Inter-Colonial Railroad, for the purpose of obtaining Imperial aid towards its construction, we sailed from New York on the twenty ninth day of September last. On our arrival in England we proceeded immediately to London, where we found Messrs. Cartier, Ross, and Gault, from Canada, and Messrs. Tupper and Dickey, from Nova Scotia, waiting our arrival.

We called at the Colonial Office and ascertained that the Right Honorable the Secretary of State for the Colonies preferred that we should submit our proposition to him in writing.

After various consultations we agreed upon the proposition contained in the letter, dated twenty sixth of October 1858, which, with the papers and documents attached thereto, copies whereof accompany this Report, were transmitted to Sir Edward Bulwer Lytton,—Mr. Henry having arrived in the meantime.

So soon as Sir Edward Bulwer Lytton's official engagements would admit, we, together with the Delegates from Canada and Nova Scotia, had an interview with him at the Colonial Office, in which we personally and fully explained our views on the subject.

At his suggestion, we wrote a letter on the thirteenth of November 1858, to the Right Honorable the Chancellor of the Exchequer, a copy of which accompanies this Report.

Subsequently we, together with Dr. Tupper and Mr. Dickey,—the Canadian Delegates having previously left London for Canada,—had an interview with him on the subject, at his official residence in Downing Street.

In the last interview which we had with the Colonial Secretary, shortly before leaving, he expressed the deep interest he felt in the question.

We were not able before our departure to get the final answer to our application.

Having exhausted every argument we had to offer to the different Departments of the Imperial Government, we did not think that any advantage could result from our remaining any longer in London, and having ascertained from the Colonial Secretary that the subject was receiving the fullest consideration of Her Majesty's Government, and that there was no other point upon which they required further information, we concluded to return with the assurance that the decision of Her Majesty's Ministers, when had, would be communicated to your Excellency.

We have the honor to be your most obedient servants,

CHARLES FISHER.
A. J. SMITH.

The Hon. S. L. Tilley, Provincial Secretary.

(Copy)

3, Charles Street, Saint James' Square, London, 26th October, 1858.

SIR,—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 favour 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

Messieurs Macdonald and Ross, from Canada, and Messieurs 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 40 miles below Quebec have been made and are now worked for traffic, and during the next year a further distance of 70 miles to Riviere du Loup now being made, comprising in the aggregate 110 miles below Quebec, or 264 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 50 miles, and there will then be a continuous line of Railway throughout the entire length of Canada, from its extreme 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 £20,000 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 Saint John, a distance of 110 miles, which are now under Contract, her total expenditure for the construction of Railways will exceed £300,000 Sterling, for which she will be subject to the payment of an annual interest of £48,000 Sterling. She has already given 100,000 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 £5,000 Sterling to the same Company on certain conditions, to assist in the construction of a Railway from Saint Andrews to Woodstock, a distance of 85 miles, 60 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 open for traffic, 61 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 Mines, has been in operation since June last.

This portion of the trunk line has cost about £500,000, sterling, and the Windsor branch £300,000, 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 remain 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 Saint Lawrence, Prince Edward's 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 afterwards be entertained that she will 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 her 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

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 sterling. If the million and a half which Canada owes and proposes to raise and pay off at once to the Imperial Government be appropriated, there remain but two million 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 1,400 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 one thousand 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 favourable consideration of Her Majesty's Government,

We have the honor to be, Sir,

Your most obedient and humble servants,

(Signed)

G. E. CARTIER,	}	Canada.
JNO. ROSS,		
A. T. GALT,		
CHARLES FISHER,	}	New Brunswick.
A. J. SMITH,		
CHARLES TUPPER,	}	Nova Scotia.
W. A. HENRY,		
R. B. DICKEY,		

The Right Honorable Sir Edward Bulwer Lytton, Bart., Secretary of State for the Colonies, &c. &c. &c.

(Copy)—No. 46.—Page 395, State Book (E)

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.

(Signed)

W. E. GLADSTONE.

The Right Honorable the Earl Cathcart, K. C. B. &c. &c. &c.

(Copy)—No. 28.

Downing Street, 18th April, 1846.

MY LORD,—I have to acknowledge the receipt of your Lordship's Despatch of the 2nd April, No. 22, in which you enclose an address to the Queen from the House of Assembly of Nova Scotia, together with certain resolutions of that House, on the subject of the projected Railroad from Halifax to Quebec and Montreal.

You will I think concur with me in the opinion, that it would at present be premature to enter upon the consideration of the request of the House of Assembly, that the money which may be voted by the House of Commons for the construction of a Military Road through the British Provinces of North America, should be devoted instead to the formation of a Railway.

Whenever the survey, which it is essential should be first undertaken, shall be completed, I shall be prepared to offer my advice to the Queen as to the course which it may be proper to take in reference to the request of the Assembly for the appropriation of these funds to the Railroad.

I am happy to inform you, by this early opportunity, that I have recommended the Lords Commissioners of the Treasury to give their sanction to the employment of Officers of Engineers on the survey in Nova Scotia and the neighbouring British Provinces for which the House of Assembly has pledged itself to provide, and that instructions in accordance with my wishes on this subject, have been given by their Lordships to the Master General and Board of Ordnance, who will communicate with their Officers in North America.

I enclose, for your information, the copy of a letter which has been addressed by my direction to the Lords Commissioners of the Treasury, together with copies of two letters addressed by their Lordships to the Board of Ordnance, and have to add, that I shall hope to be able to make known to your Lordship at a future and a not distant time, the matured intentions of Her Majesty's Government with respect to this survey.

I have, &c.

(Signed)

W. E. GLADSTONE.

Lieutenant Governor, the Viscount Falkland, &c. &c. &c.

(Copy)

Downing Street, 16th April, 1846.

SIR,—The project of a Railroad between Halifax and Quebec, having excited considerable attention in the British Provinces of North America, as well as in this Kingdom, Mr. Secretary Gladstone has been in communication with the Governor General of Canada, and the Lieutenant Governors of the Provinces concerned in this undertaking, on the preliminary points which it is necessary to determine, before any active proceedings can be adopted for the construction of such an important work. Mr. Gladstone having by the Mail which arrived yesterday, received from the Lieutenant Governor of Nova Scotia a Despatch, enclosing an Address to the Queen, from the House of Assembly of that Province, with Resolutions pledging the House to provide for the expense of the survey of those parts of Nova Scotia through which it is expected that the Railway would pass, has directed me to request that you would represent to the Lords Commissioners of the Treasury, that as Her Majesty's Government consider the proposed enterprise an object of general as well as Provincial importance, they are desirous of affording their co-operation to the House of Assembly of Nova Scotia in the requisite preliminary measures for which that House has now pledged itself to provide. It will not, however, be necessary to restrict the proposed survey to Nova Scotia.

Mr. Gladstone does not doubt that the people of Canada and New Brunswick have been equally animated by a desire to aid in the formation of some great chain of communication by Railway between the several Provinces, and (although their Legislatures have not, so far as he is at present aware, adopted proceedings corresponding with those of the Legislature of Nova Scotia,) he considers it will not, on that account, be proper to withhold from the former Provinces the advantages of the survey which will be afforded to Nova Scotia. The season during which this work can be executed being necessarily very limited, it would not be advisable to defer its commencement, and Mr. Gladstone would therefore impress upon the Lords Commissioners of the Treasury, the expediency of an immediate intimation being made to the Board of Ordnance of the wishes of Her Majesty's Government, that instructions should be conveyed by the ensuing Packet to the commanding Engineer in the British Provinces in North America, to depute such Officers of that Corps to undertake the survey in question as may be selected by the Master General and Board of Ordnance for that purpose.

I am further to request that the Board of Ordnance may be distinctly apprised that, to render this survey adequate to its object, it will be necessary to examine the question where the Port of embarkation for England would most properly be fixed, having regard to the convenience of the public, the purposes of dispatch, and the general safety of the Port and terminus in time of war.

Mr. Gladstone hopes to be enabled before the next Packet to consider, in connection with the Master General and Board of Ordnance, the specific instructions which it may be proper to give these officers.

I am, &c.

(Signed)

JAS. STEPHEN.

C. E. Trevelyan, Esq., &c. &c. &c.

Treasury Chambers, 17th April, 1846.

SIR,—I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Master General and the Board of Ordnance, that a desire having been expressed by the Legislature of Nova Scotia to establish a Railroad between Halifax and Quebec, and to have the best opinion as to the line which it would be expedient to adopt, their Lordships consider it to be an object of general, as well as Provincial importance, that the best line should be selected, and they therefore request the Board of Ordnance to give to the Legislature of Nova Scotia the assistance of such Engineers at present in North America as they may consider qualified for this duty, and to send out to them orders to place themselves without delay

delay in communication with the Governor General of Canada and the Lieutenant Governors of Nova Scotia and New Brunswick, for the purpose of effecting such a survey as may enable them to form a judgment as to the line most expedient to be adopted.

I have, &c.

(Signed)

C. E. TREVELYAN.

The Secretary to the Ordnance.

Copy of a Letter from B. Hawes, Esquire, to J. Howe, Esquire.

Downing Street, March 10th, 1851.

SIR,—I am directed by Earl Grey to inform you, that he is at length enabled to communicate to you the decision of Her Majesty's Government on the application for assistance towards the construction of the projected Railway through Nova Scotia, contained in your letters of the 25th November and 16th of January last.

You are already aware, from the repeated conversations which you have had with Lord Grey, of the strong sense entertained by his Lordship and his colleagues, of the extreme importance not only to the Colonies directly interested, but to the Empire at large, of providing for the construction of a Railway, by which a line of communication may be established on the British territory between the Provinces of Nova Scotia, New Brunswick, and Canada, and that various plans which have been suggested for the accomplishment of this object have undergone the most attentive consideration.

It appears from Sir John Harvey's Despatch of August 29th, 1850, as well as from your letters and the verbal communications you have made to Lord Grey, that the Provincial Government of Nova Scotia, fully relying on the concurrence of the Legislature, is desirous of undertaking the construction of that part of the projected line which would pass through that Province, and proposes to obtain for that purpose a loan of £800,000, which is the estimated expense of the work. The assistance which Lord Grey understands you to apply for on behalf of the Province is, that the payment of the interest of a loan to this amount should be guaranteed by the Imperial Parliament, the effect of which would be that the money might be raised on terms much more favourable than would be otherwise required by the lenders.

I am directed to inform you that Her Majesty's Government are prepared to recommend to Parliament that this guarantee should be granted, or that the money required should be advanced by the British Treasury, on the conditions which I will now proceed to state.

In the first place, as Her Majesty's Government are of opinion that they would not be justified in asking Parliament to allow the credit of this country to be pledged for any object not of great importance to the British Empire as a whole, (and they do not consider that the projected Railway would answer this description, unless it should establish a line of communication between the three British Provinces), it must be distinctly understood that the work is not to be commenced, nor is any part of the loan, for the interest on which the British Treasury is to be responsible, to be raised, until arrangements are made with the Provinces of Canada and New Brunswick, by which the construction of a line of Railway passing wholly through British territory from Halifax to Quebec or Montreal, shall be provided for to the satisfaction of Her Majesty's Government.

In order that such arrangements may be made, Her Majesty's Government will undertake to recommend to Parliament, that the like assistance shall be rendered to these Provinces as to Nova Scotia, in obtaining loans for the construction of their respective portions of the work.

If it should appear that, by leaving it to each Province to make that part of the line passing through its own territory, the proportion of the whole cost of the work which would fall upon any one Province would exceed its proportion of the advantages to be gained by it, then the question is to remain open for future consideration whether some contribution should not be made by the other Provinces towards that part of the line; but it is to be distinctly understood, that the whole cost of the line is to be provided for by loans raised by the Provinces in such proportions as may be agreed upon, with the guarantee of the Imperial Parliament.

The manner in which the profits to be derived from the Railway, when completed, are to be divided between the Provinces, will also remain for future consideration.

You will observe, that I have stated that the line is to pass entirely through British territory; but Her Majesty's Government do not require that the line shall be necessarily that recommended by Major Robinson and Captain Henderson.

If the opinion that is entertained by many persons well qualified to form a judgment, is correct, that a shorter and better line may be found through New Brunswick, it will of course be preferred, and there will be sufficient time for determining this question while the earlier part of the line is in progress. It is also to be understood, that Her Majesty's Government will by no means object to its forming part of the plan which may be determined upon, that it should exclude a provision for establishing a communication between the projected Railways and the Railways of the United States. Any deviation from the line recommended by Major Robinson and Captain Henderson must, however, be subject to the approval of Her Majesty's Government.

It will further be required, that the several Provincial Legislatures should pass Laws making the loans which they are to raise a first charge upon the Provincial Revenue, after any existing debts and payments on account of the Civil Lists, settled on Her Majesty by Laws now in force; and also that permanent taxes shall be imposed, (or taxes to continue in force till the debt shall be extinguished,) sufficient to provide for the payment of the interest and sinking fund of the loans proposed to be raised, after discharging the above prior claims. It will further be necessary, that the expenditure of the money raised under the guarantee of the Imperial Parliament shall take place under the superintendence of Commissioners appointed by Her Majesty's Government, and armed with sufficient power to secure the due application of the funds so raised to their intended object. The Commissioners so appointed are not, however, to interfere with the arrangements of the Provincial Governments, except for the above purpose.

The right of sending troops, stores and mails along the line, at reasonable rates, must likewise be secured.

If on the part of the Government of Nova Scotia, you should express your concurrence of the above proposal, Lord Grey will immediately direct the Governor General of the British North American Provinces to communicate with the Lieutenant Governors of New Brunswick and Nova Scotia, who will also be directed to bring the subject under the consideration of their respective Executive Councils, in order that, if they should be prepared to join in carrying the undertaking into effect, on the terms proposed, the details of the arrangements between the Provinces may be settled, and the sanction of the Legislatures obtained for the plan, so that it may, with as little delay as possible, be submitted for the approval of Parliament.

Before, however, the proposed measure can be so submitted to Parliament, it is proper to observe, that there are some other questions affecting the pecuniary relations between the Mother Country and the Colonies, which will require to be considered; but as these questions have little, if any, reference to Nova Scotia, it is not necessary that they should be further adverted to in this letter.

I am directed to add, that Lord Grey thinks it unnecessary that any measures should be taken by Her Majesty's Government to encourage the establishment of steam vessels for the accommodation of emigrants of the humbler class, which is one of the subjects to which you have called his attention.

If there should be a demand for such vessels, Lord Grey has no doubt that they will speedily be supplied by private enterprise; indeed, he has been informed that ships of large size, intended for the conveyance of emigrants, and furnished with auxiliary steam power, are already building, both in this country and in America, and if, by undertaking the projected Railway, a demand for labour is created in the British Provinces, and a large extent of fertile land is opened for the occupation of settlers, these circumstances cannot fail to lead to an extension and improvement of the means now afforded for the conveyance of emigrants to these Provinces.

Lastly, with reference to the suggestions contained in your letter, that convicts might be employed in the construction of the Railway, I am to inform you that, though Her Majesty's Government entertain no doubt that the expenses of the work to the Provinces might thus be greatly reduced, while at the same time, by judicious regulations, all risk of serious inconvenience might be guarded against, they would not be disposed to take any steps with a view to the adoption of this suggestion, unless on a distinct application from the Colonial Legislatures; but if such an application should be made, Her Majesty's Government would be prepared to make the necessary arrangements for the employment of a moderate number of convicts on the work, without charge for their custody and subsistence to the Province which may have applied for them.

I am, &c.

(Signed)

B. HAWES.

Copy of a Despatch from Earl Grey to Governor General the Earl of Elgin and Kincardine.

Downing Street, March 15, 1851.

MY LORD,—From the correspondence which I have already had with your Lordship on the subject of the projected Railroad from Halifax to Quebec, you are well aware that although Her Majesty's Government have not hitherto been enabled to take any steps towards the execution of that work, it is an undertaking which they have long earnestly desired to see accomplished, as they believe it to be one calculated very greatly to advance the commercial and political interests both of the British Provinces in North America and of the Mother Country. It is therefore with great satisfaction that I have now to acquaint your Lordship, that I have reason to hope that the time is at length come when this great national enterprise may be undertaken with advantage, if their still exists (as I am assured there does) as strong a desire to promote it on the part of the inhabitants of Canada and New Brunswick as they formerly expressed, and as the people of Nova Scotia have recently manifested.

2. I enclose for your Lordship's information a copy of a Despatch addressed to me in the course of last Autumn by Sir John Harvey, introducing to me Mr. Howe, a Member of the Government of Nova Scotia; and also copies of two letters I have received from that gentleman, and

of

of the answers which has by my direction been returned to him. Your Lordship will perceive from these papers that the proposal made by Mr. Howe on the behalf of the Province of Nova Scotia, and to which Her Majesty's Government have thought it their duty so far to accede, as to undertake on certain conditions to recommend it for the sanction of Parliament, is to the effect that the credit of this country should be employed to enable the Provinces of Canada, New Brunswick, and Nova Scotia, to raise, upon advantageous terms, the funds necessary for the construction of the proposed Railway, just as Canada has already been enabled by similar assistance to construct the Canals by which she has lately completed the most extensive and perfect system of Inland Navigation which exists in the world.

Although Her Majesty's Government are of opinion that great caution ought to be observed in pledging the credit of the British Treasury in aid of loans raised by the Colonies, they regard the whole work now in contemplation as being (like the Saint Lawrence Canals) of so much importance to the whole Empire, as to justify them in recommending to Parliament that some assistance should be given towards its construction; nor is there any mode of affording such assistance which has been hitherto suggested, which appears on the whole so little burthensome to the Mother Country, and at the same time of so much real service to the Colonies, as that which is now proposed.

3. In coming to the decision that Parliament should be invited to give this support to the projected Railway, Her Majesty's Government have not failed to bear in mind, that by enabling the North American Provinces to open this great line of communication, it may fairly be assumed that a powerful stimulus will be given to their advance in wealth and population, and that the consequent increase in their resources will render it possible for them to relieve the Mother Country sooner and more completely than would otherwise be practicable, from charges now borne by it or on account of these Colonies. In another Despatch of this date, I have informed your Lordship, that in the judgment of Her Majesty's Government the British Colonies ought to be required, as they become capable of doing so, to take upon themselves not only the expense of the Civil Government, but a portion, at all events, of those required for their protection; and I have pointed out to you that the British North American Provinces, and especially Canada, have now reached such a stage in their progress, that the charges for which Parliament is called upon to provide on their account ought to be rapidly diminished. The construction of the proposed Railway would greatly contribute to promote this important object. By opening new districts for settlement, and by the demand for labour which will be created during the progress of the work, the projected Railway cannot fail to increase the wealth and population of these Provinces, while by affording a rapid and easy communication between them, it will enable them to afford each other far greater mutual support and assistance than they now can in any difficulty or danger to which they may be exposed.

4. Your Lordship will not fail to observe from the letter which has been addressed to Mr. Howe, that the assistance which it is proposed to grant to the Provinces towards the construction of the proposed Railway, is to be contingent on provision being made for opening a complete line of communication from Halifax to Quebec or Montreal; it is necessary therefore to ascertain whether Canada and New Brunswick are ready to join with Nova Scotia in raising the capital required for the work in the manner proposed, and if so, in what proportion each Province is to become responsible for the expense incurred.

The question whether it will be advisable for these two Provinces to join in the construction of the projected Railway, if they should be enabled by the assistance of Parliament to raise the required capital at a low rate of interest, is one for the consideration of their respective Legislatures; but so far as I have the means of forming a judgment upon the subject, I should anticipate that their decision would be in favour of doing so. I infer that this is probable, not less from what I have learnt of the actual state of public opinion on this subject in the Provinces, than from the view which I take of their interest in the work. Though I can well believe that there would be much room for doubting whether the Railway would pay as a mercantile speculation, to a company looking to traffic only for its remuneration, the case is very different when it is regarded as a public undertaking. When viewed in this light, the various indirect advantages which cannot fail to arise to the Provinces from possessing such improved means of communication, must be considered, as well as the very great additional value which would be conferred on a vast extent of public lands which are now comparatively worthless. This is a source of profit from which no advantage can in general accrue to the construction of Railways in countries where the soil has been long appropriated by individuals; on the contrary, in these countries, the purchase of land is not one of the less important items of the expense to be incurred in such undertakings; but where, as in parts of Canada and New Brunswick, a great part of the territory to be traversed by a Railway is still unappropriated, and the land may be sold by the public, the increased value given to it by being thus rendered accessible may render it advantageous to construct a Railway, though the traffic is not to be expected to do more at first than pay the working expenses.

5. If these considerations should induce the Legislatures of the three Provinces to combine in undertaking the projected Railway, the terms on which they are to co-operate with each other for

for that object will have to be settled, and in coming to such an arrangement various questions of great difficulty and importance will require to be considered. For instance, it is probable than when the line is completed the traffic will be far more remunerative at the two extremities than in the now central portion of it, while at the same time the expense of construction would, from the nature of the country, be precisely higher where the traffic returns would be the lowest; so that if each Province were required to pay for the formation of the line through its own territory, and to receive the returns from the traffic through the same, it would follow that while the expense to New Brunswick would be the greatest its receipts would be the smallest. On the other hand, as I have just observed, one of the most important sources of profit from the construction of such a Railway as that now in contemplation, would arise from the sale of land, of which the value would be increased by the work; and it appears from the papers before me that New Brunswick would probably derive a greater profit from that source than the two sister Provinces. Whether the result upon the whole would be that each Province, considering these various circumstances, ought to take upon itself the construction of the Railway through its own territory, or whether, on the contrary, any one should be assisted by the others, is a point on which I have not the means of forming a judgment, and I should suggest to you that the best course, with a view of arriving at some practical result, would be that a deputation from the Executive Councils of the two lower Provinces should proceed to the Seat of Government in Canada, in order to confer with your Lordship and with your Council, for the purpose of coming to some agreement upon the subject, which after being approved by the Legislatures of the several Provinces, might be submitted for the sanction of Parliament.

6. It does not appear to me that if such a conference should be held, it need occupy any very great length of time, or that much difficulty would arise in coming to an arrangement for the construction and working of the projected Railway, by which the expenses of the undertaking on the one hand and the advantages to be derived from it on the other, might be fairly apportioned between the different Provinces. Hereafter I may probably be able to offer some suggestions as to the manner in which this might be accomplished; but at present I have only to add, that I shall transmit copies of this Despatch to Sir Edmund Head and to Sir John Harvey, with instructions to them to communicate with your Lordship without delay on the important subject to which it relates, and it will give me the highest satisfaction if the result of these communications should be the undertaking of a work which, if completed, cannot, I believe, fail to add greatly to the prosperity of the British Provinces in North America, and at the same time to give additional strength to the ties which connect them with each other and with the British Empire.

I am, &c.

(Signed)

GREY.

The Right Honorable the Earl of Elgin and Kincardine, &c.

Copy of a Despatch from the Right Honorable Sir John Pakington, to the Earl of Elgin and Kincardine.

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 a 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 10th March, 1851, and Mr. Hincks on 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 simple ground of general expediency.

4. They are by no means insensible to 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 favourably inclined they might themselves feel towards any project of this character, they are satisfied that some more special ground 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

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 Legislature to prefer the line of the Valley of Saint 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 Saint John, 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 Provinces.

The project therefore, however commercially valuable in itself, is no longer that which was favourably 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 their inability to extend to it the promised amount of support must, for the present at least, terminate the 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 favourable attention to any negotiation of the proposals now before them, which the Legislatures 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.

(Signed)

JOHN S. PAKINGTON.

The Earl of Elgin and Kincardine, &c. &c. &c.

The Committee of Council respectfully report to your Excellency, that they have had under their consideration the Despatch of Lieutenant General Eyre, the Administrator of the Government of Canada, on the subject of a Railroad from Riviere de Loup to Halifax.

The Legislature and people of New Brunswick have always evinced a lively interest in the proposed Railway, and uniformly manifested a disposition to aid such an undertaking to the full extent of the resources of the Province.

The Committee of Council advise your Excellency to assure Her Majesty's Government and the Administrator of the Government of Canada, of the interest they feel in the proposed Railway; of its importance to the Colonies and the Parent State. They believe that the perpetuation of British power in America depends upon the consolidation of the Colonial Empire, which the proposed undertaking would greatly promote.

When the question in 1856 was the subject of negotiation between the Province and the Imperial Government, New Brunswick agreed to contribute a fair proportion towards the construction of the Railway. His Excellency Sir Edmund Head, the present Governor General of Canada, having taken an active part in the promotion of these arrangements, is fully cognizant of the views of the people of this Province, and of their deep interest in the question.

To the three Provinces, such a Railway would be of the highest importance, as a means of developing their resources, promoting their material interests, and strengthening that mutual sympathy and unity of interest and feeling, so essential to secure for them that commercial and political position to which they are entitled from their situation and resources.

The Committee of Council are confident, that if Her Majesty's Government could be sufficiently impressed with the great importance of the proposed Railway to the Empire in a national point of view, and that Imperial interests absolutely require it, they would not hesitate to take such measures as would secure its construction.

New Brunswick with her large domain, could provide a vast field for future colonization, which, with her other resources, would afford a present security and future means to defray what might be considered her reasonable portion of the expenditure.

The Legislature of New Brunswick, during its recent Session, expressed the opinion that your Excellency should ascertain whether the Government of Canada would undertake the construction of a Railroad from Saint John to Canada, jointly with the Government of New Brunswick, upon such terms as should be consistent with the interests and means of the respective Provinces, with the aid of the Imperial Government.

The Committee of Council are so fully impressed with the great importance of the matter, that they would have advised your Excellency to send a Delegation to England to press the subject upon Her Majesty's Government, did it not appear to them that, from the lateness of the period your Excellency received the intelligence, such Delegation could not arrive in London in time to give that weight to their representations which would be the primary object in any such mission.

The Committee of Council advise your Excellency to communicate this Minute to Her Majesty's Government, to His Excellency the Administrator of the Government of Canada, and to His Excellency Sir Gaspard LeMarchant, the Lieutenant Governor of Nova Scotia.

(Signed)

CHARLES FISHER,
S. L. TILLEY,
JAS. BROWN,

CHARLES WATTERS,
W. H. STEEVES,
DAVID WARK.

To His Excellency the Hon. J. H. T. Manners-Sutton, Lieut. Governor, &c. &c. &c.

10th August, 1857.

2 Suffolk Place, Pall Mall, 20th August, 1857.

SIR,—In preparing, agreeably to your desire at our late interview, a statement of the considerations on which we solicit, on behalf of Nova Scotia, subject to the approval of the Legislature, Imperial assistance towards the construction of a Railroad from Halifax to Quebec, through British territory, we beg to recal the fact that the application is not now made for the first time.

2. The policy of connecting the Provinces of British North America by a line of Railway, extending from the Sea shore of Nova Scotia into the interior of Canada, was first suggested by a British Statesman of great sagacity and political foresight. Lord Durham saw the advantages of this great work, not only to the Provinces but to the Empire.

The idea once suggested, was not lost sight of. Earl Grey, when Colonial Minister, felt the importance of the question; and in a Despatch to Lord Elgin, dated the 31st December 1846, he referred to a Convention, to be composed of Delegates from the Governments of the different British Colonies, the consideration of "the mode in which the Provinces should co-operate with each other, and with Her Majesty's Government, in promoting the construction of the proposed Railway."

3. The Provinces, thus invited by Her Majesty's Ministers to the consideration of a question of deep interest, entered eagerly upon it, and from that period to the present have done every thing in their power to promote this great work.

Up to 1850, various modes of carrying it out were suggested from time to time, and the different Colonial Legislatures readily gave to each scheme that was brought forward, such offers of assistance as their resources enabled them to afford. In the Summer of that year however, their hopes of success were frustrated by a Despatch from the Colonial Secretary, informing the Government of Nova Scotia that the British Ministry, receding from their original position, would afford no assistance to carry out a project too great for unassisted Colonial resources.

4. Disappointed in her original hopes, Nova Scotia turned her attention to the construction of such Local Railways as were required for the development of her own commerce and industry, and shortly afterwards sent to England a Delegate charged to endeavour to interest the British Government in the question, so as to procure such a guarantee of the Provincial Bonds as would enable her to borrow the money she required upon favourable terms.

The Delegate, upon submitting his propositions, was informed that the Government could not undertake to furnish any aid to projects of merely Provincial importance, but he was invited to a renewal of the Inter-Colonial scheme. This was again deliberately considered by Her Majesty's Government, and Earl Grey communicated through Mr. Hawes, in a Despatch dated 10th March 1851, a formal decision on the part of himself and his colleagues, to afford a guarantee or advance the money from the Imperial Treasury, upon the express condition of provision being made by the three Provinces for opening a complete line of communication from Halifax to Quebec or Montreal, through British territory; and in a communication to Lord Elgin, then Governor of British America, written four days afterwards, he put forth, as the ground of the guarantee, the importance of the work to the interests of the Empire.

We refer to the correspondence on that occasion, and to the engagements given on the part of the Government, as expressed in Earl Grey's Despatches to the Governor General, and to Mr Howe through Mr. Hawes, before alluded to.

The principles upon which our present application is made are stated with so much significance in these documents, that we beg permission to quote a few passages.

In Mr. Hawes' letter, the Delegate of Nova Scotia was told—"You are already aware, from the repeated conversations you have had with Lord Grey, of the strong sense entertained by his Lordship and colleagues of the extreme importance not only to the Colonies directly interested, but to the Empire at large, of providing for the construction of a Railway, by which a line of communication may be established on British territory between the Provinces of Nova Scotia, New Brunswick, and Canada, and the various plans which have been suggested for the accomplishment of this object have undergone the most attentive consideration."

Mr. Hawes is directed to state in very distinct terms, the conditions and considerations on which the aid was granted. His language is—"As Her Majesty's Government are of opinion that they would not be justified in asking Parliament to allow the credit of this country to be pledged for any object not of great importance to the British Empire as a whole, and they do not consider that the projected Railroad would answer this description, unless it should establish a line of communication through the three British Provinces, it must be distinctly understood that the work is not to be commenced, nor is any part of the loan, for the interest on which the British Treasury is to be responsible, to be raised, until arrangements are made with the Provinces of Canada and New Brunswick, by which the construction of a line of Railway, passing wholly through British territory, from Halifax to Quebec or Montreal, shall be provided for to the satisfaction of Her Majesty's Government."

The language of the Colonial Secretary is not less emphatic. He says—"From the correspondence I have already had with your Lordship on the subject of the projected Railroad from Halifax to Quebec, you are well aware that, although Her Majesty's Government have not hitherto been enabled to take any steps towards the execution of that work, it is an undertaking which they have long earnestly desired to see accomplished, as they believe it to be one calculated very greatly to advance the commercial and political interests both of the British Provinces in North America and of the Mother Country. It is therefore with great satisfaction that I have now to acquaint your Lordship that I have reason to hope that the time is at length come, when this great national enterprize may be undertaken with advantage, if there still exists, as I am assured there does, as strong a desire to promote it, on the part of the inhabitants of Canada and New Brunswick, as they formerly expressed."

The three Provinces accepted the proffered assistance on the conditions announced to them, and agreed upon a line of Railroad along the northern shore of New Brunswick, acceptable to the British Government. The contemplated enterprize was only abandoned in consequence of a misunderstanding as to the extent of the guarantee proposed by Earl Grey, which on the one hand was supposed to include a Railroad through New Brunswick, along the Bay of Fundy, towards the boundary of the United States, while on the other hand it was held to be confined to the direct line to Canada.

Subsequently this obstacle was attempted to be removed by an arrangement among the Governments of the three Provinces, that the line through New Brunswick to Canada should be transferred from the northern shore to the Valley of Saint John; Her Majesty's Government declined to accept the latter line on the ground that it defeated a material consideration on their part, by bringing the line of communication through the British Provinces in too close proximity to the American frontier.

The positive pledge of the British Government thus deliberately given, has never been withdrawn. The conditions upon which that pledge was given, Nova Scotia has faithfully complied with; and her people, whose policy to a large extent has been moulded by that pledge, feel that they have a strong claim upon the consideration of Her Majesty's Government.

On the failure of the Inter-Colonial scheme, Nova Scotia has resorted to her former policy, but despairing of Imperial assistance, has borrowed money on the credit of her own bonds, and is pushing forward her local Railways as rapidly as her resources allow.

Already she has put 100 miles under contract; one fourth of the whole is in operation, and the remainder approaches completion.

Of these lines the only part available for the Inter-Colonial Railway is the section between Halifax and Truro. From Truro to the New Brunswick border, the Inter-Colonial line presents less prospect of remunerative return, and would not be undertaken by the Province without aid, and unless to connect with Inter-Colonial Railways. Still, Nova Scotia is not insensible to the position she occupies on the foreground of British America. For Inter-Colonial and Imperial purposes she is willing to make sacrifices, which commercial considerations alone would not justify. She will construct a Road, which but for these considerations she would not venture upon, if Great Britain will enable her to do so. She asks no contribution, though she believes the Imperial Government might well give it.

What she does ask is, that her Bonds for the expenditure from Halifax to the New Brunswick border, shall be guaranteed by the British Government, and the Province be thus enabled to borrow upon the most favourable conditions the amount she requires; and she will engage to construct and to maintain, and work the Road throughout that distance, on the account and at the risk of the Province.

The guarantee asked for involves no risk.

The Province of Nova Scotia is advancing in material prosperity at a rate which will compare favourably with any part of the western world.

Her taxes, the lowest in the world, her Revenue has always been equal to her requirements, and is rapidly increasing. From 1849 to 1854, with no material alteration in imports, the Revenue doubled in amount.

The population increases at a rate nearly equal to that of the whole United States, and much greater than that of the States immediately contiguous to our border.

Insular in its position, Nova Scotia largely engages in maritime enterprises. Her coasts skirted by Fisheries the best in the world; her bosom filled with enormous deposits of Coal and other minerals not to be found on the sea board of the United States, the natural habits of a maritime population, have in these sources, unlimited scope for enterprise; while in the interior of the country large tracts of the best land for farming purposes reward the industry of an agricultural population not inferior in enterprise to any similar class in any part of the world.

Nova Scotians may with some pride refer to the various sources from which the prosperity of their country springs; and we allude to it now and dwell upon it, because we wish the British Government to understand that we will incur no debt that we are not able as well as willing to pay, and to show them that what we now solicit may be safely granted; to us the boon will be large, but they may confer it without loss and without risk.

The course of events since 1851 has not weakened the claims of the Colonies or diminished the obligation or interest of the Imperial Government to extend assistance towards the object in view.

Within that period all the three Colonies, and especially Canada, by embarking largely their own resources in Railroad enterprise, have earned a right to seek assistance which they did not possess before, while by this absorption of their own resources they have diminished their ability to accomplish this great work.

Under no circumstances would they enter without assistance upon the construction of an Inter-Colonial Railroad from Halifax to Quebec. Neither of them, if possessed of the means, have a sufficiently large inducement or separate interest in the undertaking to justify encountering its hazards and burthens; and were it otherwise, a work so large and of so little remunerative promise, is beyond the compass of their own largely taxed resources.

Hence it may be truly assumed, that if the British Government do not afford essential aid, this great "national undertaking, calculated very greatly to advance the commercial and political interests, both of the British Provinces in North America and of the Mother Country," to use the language of the British Cabinet in 1851, will never be accomplished.

It will not however fail because Her Majesty's North American subjects are too short sighted to comprehend its important national bearings, or too indifferent to the general welfare, to care for its accomplishment, or too much occupied with their own more immediate concerns, to be willing to contribute towards it. It is because of the higher and larger influences of the work, as much as in consideration of local benefits, that we urge the undertaking on Her Majesty's Government.

In case of hostilities with the United States, the facility which a Railroad from Halifax through British territory would afford for the transport of troops and munitions of war, would be of incalculable advantage; and in a mere financial point of view, would probably in a few months repay all that the Government might have contributed. In connection with large steamers on the ocean, enabling the Government to transport in a few weeks, on any threatened emergency, an army to any point of Her Majesty's North American possessions, it would render unnecessary the constant maintenance of a large military force within them.

Nor is it the least of the advantages that would result from this facility, that the knowledge of its existence would tend to avert hostilities that otherwise might grow out of a sense of comparative impunity attendant on aggressive movements.

Not less than seventeen lines of American Railroads lead through the United States to the borders of Canada, and give the means of rapid hostile approach; not a single line of British Railroads connects the Provinces together, or affords communication from the Atlantic shore through national territory. Of the three routes by which Canada is reached, viz: by the Saint Lawrence, by lines of Railroad that traverse the United States, and through the wilderness, the latter would alone be available for the transport of troops or munitions of war in the case of hostilities commenced or threatened at the beginning of winter.

On such an event the spectacle might be presented of a large and prominent colonial possession of the empire assailed by a superior force, and cut off, except at great expenses, exposure, and delay, from effectual aid, not only from the parent State, but from the adjoining Colonies.

None

None more than the inhabitants of Nova Scotia appreciate the advantages of peaceful relations with the United States. They, however, who are placed in close proximity, are less credulous than others may be, as to the impossibility of hostilities between the two powers. And yet it is apparent to all, that the foreign relations of no Government are so subject as those of the United States to influence of popular impulse or of party interests. This consideration, illustrated as it recently was by the enlistment dispute, sufficiently indicates that a policy founded on the assumed impossibility or high improbability of hostilities with that people, must be deficient in the forecast that seeks by timely and suitable preparation to prevent aggression or successfully to upset it.

The great work we advocate is as necessary to enable Her Majesty's North American Colonies to promote their mutual progress in peace, as it is requisite for their common defence in war. It is almost impossible for those at a distance to comprehend how much New Brunswick and Nova Scotia are unallied to Canada by those bonds of mutual intercourse that might be expected to subsist between Colonies of the same Empire, placed together under circumstances that make a close union their common interest and security.

With the United States Canada has unlimited means of communication by lakes, rivers, canals, and railroads, and extensive and unlimited intercourse is the result. The capital of New Brunswick, connected with the United States by a short and easy navigation, maintains relations as close. Nova Scotia, almost an Island, sends vessels from every part of her shores to the neighbouring ports of the Union, and carries on a trade so extensive, that of the annual tonnage that enters the Port of Boston more than half is from Nova Scotia.

The means of intercommunication between Canada and the lower Provinces is utterly insignificant in the contrast.

By land, for practical purposes, none exists. An uncultivated and hilly country opposes an effectual barrier. Colonel Robinson's valuable Report of his Surveys in 1848, gives unquestionable information on this head.

By water, the comparatively distant and circuitous navigation of the St. Lawrence offers the only route, one little used while open, and closed through a large part of the year. The result is, ignorance and indifference as regards each other, with little concern or ability for mutual benefit.

An Inter-Colonial Railroad would give the means of communication at present wanting. It would open to Canada an Atlantic Seaboard on British soil, from which she is now cut off, and it would offer to the lower Provinces a ready access to the vast field of enterprise and progress occupied by their fellow subjects in the interior. It would prove a benefit of incalculable value, should it be the precursor of, as it is an absolute necessity, towards a Legislative union of Her Majesty's North American Provinces, a measure essential to the full development of the power which their situation and character are calculated to confer, and without which they never can attain the high position to which their united energies and advantages would lead them.

When the important objects to be accomplished by this work are considered, and the difficulties of carrying it out, owing to the large extent of uncultivated country through which it must pass in New Brunswick and Canada, with the consequent drawbacks upon its remunerative character, it seems not unreasonable to expect, in addition to the Imperial guarantee for the loan contracted by the Provinces, some more direct and substantial aid as a contribution from the national funds for national advantage; confining ourselves however to Nova Scotia, the aid we solicit is we think moderate, and such as would entail neither inconvenience nor loss on the British Government.

In pressing upon your urgent consideration the obligations which in our opinion impose upon Her Majesty's Government the duty of extensively aiding the construction of an Inter-Colonial Railroad, we are not insensible to the feeble influence excited by the representation of dangers distant and problematical, when the attention is already occupied by objects of present and urgent interest.

Much that we have suggested is however neither distant nor hypothetical, but is of actual existence and daily operation. For while Canada remains cut off from communication with the lower Provinces and with the Atlantic shore on British territory, the tendencies to alienation between her and the sister Provinces, and to the approximation of all the Colonies to the United States, must strengthen and mature.

That portion of our observations, founded on the contingency of war with the United States, deals indeed with the future; but if the history of nations and the experience of the past may be relied on, it can hardly be treated as hypothetical in the sense which should preclude it from present consideration; for the undertaking which we urge must be accomplished while the danger that prompts it is distant and contingent, otherwise it will come too late to avert the evils it is designed to counteract. That the time will come when the evils resulting from the want of such a communication between the North American Provinces will be felt, should the measure be delayed, and that the question will arise, where rests the responsibility for the neglect? we cannot doubt Her Majesty's Colonial subjects will not be found chargeable. As early as the year 1848, at the instance of the Legislature of Nova Scotia, and at the expense of

the three Colonies, the survey of Colonel Robinson was made, and his report, full of the most useful information, exists to shew the necessity, the difficulties, and the practicability of the undertaking. Since that time repeated and strenuous efforts have been made by those Colonies towards promoting the object. Now, without mutual concert, and each acting on its own apprehension of the importance of the measure, the Governments of Canada and Nova Scotia have severally commissioned Delegates to press the subject on the attention of Her Majesty's Government.

We have the honor to be, Sir,

Your most obedient humble servants,

(Signed)

J. W. JOHNSTON.
A. G. ARCHIBALD.

The Right Hon. Henry Labouchere, H. M. P. Secretary of State for the Colonies.

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 moneys borrowed by the Provinces to build the Railway would fall entirely on their general revenues, 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 moneys 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 arose between Lord Grey and Mr. Howe of Nova Scotia, then conducting the negotiation, as to whether in case Major Robinson's line was 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 Saint John, Nova Scotia would advance

three

three twelfths, Canada four twelfths, and New Brunswick five twelfths of the cost of 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 favourable 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 shew that the necessity for such a Road has not decreased.

Whether as a means of pouring into Canada a sufficient force, or of withdrawing it therefrom without delay, and at all seasons, in case of sudden exigency, it is equally called for.

The only bar to 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 of a military and 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 Municipality 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 Riflemen; 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 essential and of immediate service, should occasion arise 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 Sea Ports, New York and Boston, and by the Railway from Montreal and 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 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 means 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 Saint 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 assurance 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 safeguard 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 question) 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 apologizing for presenting at perhaps too great 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

million sterling to be added to Major Robinson's estimate for the rise in the cost of labour 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 the 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 (another Legislature has already assumed a large burden) there would remain for completion about two hundred and fifty miles, at an estimated cost, making allowance for the engineering difficulties, 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 River du Loup in Canada towards Halifax.

Canada and New Brunswick have already appropriated all their ungranted 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 effected 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 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 favourable 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.

(Signed)

JOHN A. MACDONALD,
JOHN ROSS.

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 England 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 Her 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 be best accomplished were fully discussed.

After these communications, we deemed 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 nearly identical with those submitted on the part of Canada.

Being apprized 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 Despatches 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 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,

(Signed) JOHN A. MACDONALD.

The Hon. T. J. J. Loranger, Provincial Secretary.

(Enclosure No. 2.)

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 shew 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 Liverpool than New York, in proportion to the whole subsidy, at least	35,000	0	0
Saving in transmission of Troops and ammunition of war, at least	10,000	0	0
	<u>£70,000</u>	<u>0</u>	<u>0</u>

Carried forward,

	<i>Brought forward,</i>	£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
		£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 and political objects 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 may add, that if it should be more consistent with your views to grant aid to the 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, Sir,

Your most obedient and humble servants,

(Signed)

G. E. CARTIER,	}	<i>Canada.</i>
JNO. ROSS,		
A. T. GALT,		
CHARLES FISHER,	}	<i>New Brunswick.</i>
A. J. SMITH,		
CHARLES TUPPER,	}	<i>Nova Scotia.</i>
W. A. HENRY,		
R. B. DICKEY,		

The Right Honorable B. D'Israeli, Chancellor of the Exchequer, &c.

On motion of the Honorable Mr. Tilley,

The House went into Committee of the whole on—A Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a "Medical Council of Health" in the Province of New Brunswick.

Mr. Chandler in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

The House adjourned until to-morrow morning at 10 o'clock.

Thursday, 17th February, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill to erect part of the Parishes of Grand Falls and Perth, in the County of Victoria, into a separate Town or Parish:

A Bill to amend an Act intituled "An Act for the better supervision and improvement of the Great Roads and Public Works:"

A Bill for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and also for the incorporating the several Congregations connected therewith:

A Bill to amend the Act to regulate the election of Members to serve in the General Assembly:

A Bill in addition to and in amendment of an Act for the establishing and maintaining a Police Force in the Parish of Portland, in the City and County of Saint John:

A Bill to amend an Act intituled "An Act in further amendment of the Law:"

A Bill to provide for the appointment of Deputy Harbour Masters for the several Ports and Harbours in this Province: and

A Bill in amendment of and in addition to Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Actions."

Read

Read a third time as engrossed,

A Bill to authorize the Trustees of Saint Andrew's Church, in the City of Saint John, to sell a Lot of Land in the Parish of Simonds.

Resolved, That the Bill do pass.

Ordered, That Mr. Cudlip take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, in the Parish of Grand Manan, to sell a portion of the Glebe Lands in said Parish, and invest the proceeds in other Lands.

Resolved, That the Bill do pass.

Ordered, That Mr. M'Adam take the said Bill to the Council, and desire their concurrence thereto.

Mr. Cudlip, by leave, presented a Petition from Messieurs J. and R. Jarvis, Rope Manufacturers at the City of Saint John, praying that some alteration be made in the Duties at present imposed on Cordage; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Lawrence, by leave, presented a Petition from Alexander Anderson, Rope Manufacturer at the City of Saint John, of a like prayer, for an alteration in the Duties imposed on Cordage; which he read.

Ordered, That the said Petition be received and lie on the Table.

The Honorable Mr. Fisher, by leave, presented a Petition from the Reverend John M. Brooke, D. D., the Reverend Charles G. Coster, the Reverend John Brewster, the Reverend Alexander Stirling, the Reverend George Butcher, Thomas Pickard, Esquire, J. P., John M'Donald, Esquire, J. P., and two hundred and twenty others, inhabitants of Fredericton and vicinity, praying that Sunday labour may be discontinued in the Post Office Department; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Chandler moved for leave to bring in—A Bill to alter and amend Chapter 125, Title xxxiv, of the Revised Statutes, "Of Absconding, Concealed, or Absent Debtors."

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Williston,

Ordered, That the House do on Saturday the 19th day of February instant, at the hour of two o'clock, P. M., go into Committee of the whole on—A Bill to repeal an Act relating to the Post Office, and to make other provisions in lieu thereof.

On motion of the Honorable Mr. Tilley,

Ordered, That the House do on Saturday the 19th day of February instant, go into consideration of the Speech of His Excellency the Lieutenant Governor at the opening of the Session.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House the following Documents:—

Returns from Banking and other Incorporated Companies in the Province, viz:—

Bank of British North America—Statement of Assets and Liabilities at the close of the year 1857:

Charlotte County Bank, for periods ending 5th April 1858, and 4th October 1858:

Westmorland Bank, for periods ending 5th July 1858, and 3rd January 1859:

Commercial Bank, for year ending 31st December 1858:

New Brunswick Bank, for year ending 3rd January 1859:

Marine Assurance Company, Saint John, for the year ending 30th June 1858:

Fire Insurance Company, Saint John, for year ending 6th January 1859.

(See Appendix.)

Report from Commissioners for the Provincial Lunatic Asylum, with their Returns for the year 1858: and
 Report from John Waddell, Esquire, M. D., Medical Superintendent, for the same period.
 (See Appendix.)

Report from Commissioners for Bay of Fundy Light Houses, for the year 1858.
 (See Appendix.)

Report from Commissioners of Marine Hospital at Saint John, for the year 1858.
 (See Appendix.)

Report from Honorable James Davidson, relative to Lazaretto at Tracadie, for the past year.
 (See Appendix.)

Account from the Commissioner of the Portland Police Establishment, for the year 1858.
 (See Appendix.)

Report and Returns from the Governor and Trustees of the Madras School for the past year.
 (See Appendix.)

The Honorable Mr. Connell, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—
 Copy of the Regulations and Instructions for the Post Office Department in the Province.
 (See Appendix.)

Mr. End moved for leave to bring in—A Bill to enable Aliens to hold Real Estate in this Province, in like manner as British Subjects.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Mitchell,

The House went into Committee of the whole on—A Bill to authorize the Commissioners of Buoys and Beacons of the Port of Miramichi, to appropriate a part of the Funds in their hands for the purposes therein mentioned.

Mr. Tibbits in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, the following Resolution was moved:—

Resolved, That the further consideration of the Bill be postponed for three months.

Upon the question, the Committee divided as follows:—

YEAS.

Hon. Mr. Speaker,	Mr. DesBrisay,
Hon. Mr. Brown,	M ^c Intosh,
Mr. Kerr,	Wilmot,
Williston,	Scovil.
Read,	Vail,
M ^c Clelan,	M ^c Leod,
M ^c Phelim,	Hanington.
Montgomery,	

NAYS.

Hon. Mr. Tilley,	Mr. M ^c Adam,
Hon. Mr. Connell,	W. E. Perley,
Mr. End,	Tapley,
Lewis,	Ferris,
Mitchell,	Wright,
Lawrence,	Cudlip,
M ^c Millan,	Gilbert.

And it was carried in the affirmative.

The question being then put from the Chair for accepting the Report, when the House divided as follows:—

YEAS.

Hon. Mr. Brown,	Mr. Hanington,
Mr. Kerr,	Scovil,
Read,	Vail,
Williston,	M ^c Leod,
DesBrisay,	Montgomery,
M ^c Intosh,	M ^c Phelim.
Wilmot,	

NAYS.

Hon. Mr. Tilley,	Mr. M ^c Adam,
Hon. Mr. Connell,	W. E. Perley,
Mr. End,	Tapley,
Lewis,	Ferris,
Gillmor,	Tibbits,
M ^c Millan,	Gilbert,
Mitchell,	Cudlip,
Lawrence,	Wright.

And so it was decided in the negative.

On

On motion of the Honorable Mr. Fisher,
Ordered, That Mr. M'Intosh be added to the Committee appointed on the 12th day of February instant, to take into consideration matters relating to the Trade of the Province.

On motion of Mr. M'Phelim,
 Whereas that part of the Post Office Regulations issued by the Postmaster General, which suppresses the delivery of Her Majesty's Mails on the Lord's Day, is not only attended with inconvenience, but also with great loss, while it is not calculated to abolish the labour of the Department on the Sabbath; therefore
Resolved, That the Postmaster General rescind such Order forthwith, and establish such Regulations in lieu thereof as will be consistent with the public interest and welfare, as also a speedy delivery of the Mails.

To which Mr. M'Clelan moved as an amendment—To expunge the whole of the Resolution, as well as the Preamble thereto, and substitute as followeth:—

“Whereas it is desirable and necessary that the Resolution of this House passed at the last Session, having for its object the diminishing of Sunday labour in the Post Office Department, be enforced as speedily and as effectually as practicable; therefore

“*Resolved*, That all such present or proposed Regulations of the Postmaster General as may have a tendency to promote and effect this desirable object, have the concurrence of this House.”

Upon the question for adopting the amendment, the House divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Fisher,	Mr. W. E. Perley,	Hon. Mr. Brown,	Mr. M'Phelim,
Hon. Mr. Tilley,	Tapley,	Mr. Gilbert,	Allen,
Hon. Mr. Connell,	DesBrisay,	Cudlip,	Botsford,
Mr. Kerr,	Scovil,	M'Intosh,	Read.
Williston,	Tibbits,	Montgomery,	
End,	C. Perley,		
Lewis,	Chandler,		
M'Clelan,	Wright,		
M'Millan,	Hanington.		
Steadman,	Wilmot.		
Mitchell,	M'Leod,		
Lawrence,	Gillmor.		
M'Adam.			

And so it was carried in the affirmative.

On motion of Mr. Cudlip,
 The House went into Committee of the whole on—A Bill in addition to and amendment of an Act intituled “An Act relating to Co-Partnerships.”

Mr. Hanington in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. End,
Ordered, That the House do on Tuesday next the 22nd day of February instant, go into Committee of the whole on a Bill relating to the Action of Ejectment.

Mr. Steadman, by leave, presented a Petition from Robert B. C. Weldon, Thomas L. Nixon, Thomas M'Ewen, Reuben Wilson, Moses Jones, and fifty two others, inhabitants of the Parishes of Moncton and Salisbury, in the County of Westmorland, praying that an investigation may be had into the mode of assessing Land damages to the owners of Land for Railway purposes; which he read.

Ordered, That the said Petition be received and lie on the Table.

The Honorable Mr. Fisher moved for leave to bring in—A Bill relating to Attorneys.
 Leave granted.

The said Bill being brought in was read a first time.

Mr.

Mr. Allen moved for leave to bring in—A Bill to amend the Act to regulate Circuit Courts, and Courts of Oyer and Terminer and Sittings after Term.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Gillmor moved for leave to bring in—A Bill to alter the time of holding the Circuit Courts in the County of Charlotte.

Leave granted.

The said Bill being brought in was read a first time.

Mr. End moved for leave to bring in—A Bill to abolish Judges' Fees in the Supreme Court.

Leave granted.

The said Bill being brought in was read a first time.

The House adjourned until to-morrow morning at 10 o'clock.

Friday, 18th February, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill to alter and amend Chapter 125, Title xxxiv, of the Revised Statutes, "Of Absconding, Concealed, or Absent Debtors:"

A Bill to enable Aliens to hold Real Estate in this Province, in like manner as British Subjects:

A Bill relating to Attorneys:

A Bill to amend the Act to regulate the Circuit Courts, and Courts of Oyer and Terminer and Sittings after Term:

A Bill to alter the time of holding the Circuit Courts in the County of Charlotte: and

A Bill to abolish Judges' Fees in the Supreme Court.

Read a third time as engrossed,

A Bill to incorporate the Lepreau Manufacturing Company.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Tilley take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill in addition to and amendment of an Act intituled "An Act relating to Co-Partnerships."

Resolved, That the Bill do pass.

Ordered, That Mr. Cudlip take the said Bill to the Council, and desire their concurrence thereto.

On motion of Mr. Tibbits,

The House went into Committee of the whole on—A Bill to prevent the destruction of Moose in this Province.

Mr. Gillmor in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Mr. Gray moved for leave to bring in—A Bill to enable parties having claims against the Province of New Brunswick, to have the same adjudicated upon by the Courts of Law.

Leave granted.

The said Bill being brought in was read a first time.

The

The Honorable Mr. Smith, by leave, presented a Petition from Thomas Davis, Stephen Davis, and seven others, Proprietors of Marsh Land in the Parish of Botsford, in the County of Westmorland, praying that an Act may pass extending the provisions of an Act passed in 1855, relating to the election of Commissioners of Sewers around Bay Verte ; which he read.

Ordered, That the said Petition be received and lie on the Table.

The Honorable Mr. Smith moved for leave to bring in—A Bill to extend the provisions of an Act intituled “An Act relating to the election of Commissioners of Sewers for the Marshes around Bay Verte, in the County of Westmorland,” to the Marsh situate in Botsford, in the said County, on the easterly side of the Gaspereaux River, and running from the Bay Verte shore northerly along said River to the mouth of Timber River, known as Berrage Point Marsh.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Read,

The House went into Committee of the whole on—A Bill to repeal certain Sections of Chapter 52, Title viii, of the Revised Statutes, relative to the election of Parish Officers, so far as the same relate to the County of Gloucester, and to make other provisions in lieu thereof.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Mr. M'Adam, by leave, presented a Petition from the Reverend William Bennett, and twenty two others, of the County of Charlotte, praying that the Bill now before the House for incorporating the Synod of the Presbyterian Church of New Brunswick, and the several Churches in connexion therewith, may pass into a Law ; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Scovil moved for leave to bring in—A Bill to alter and amend an Act intituled “An Act to regulate the sale of Spirituous Liquors.”

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. M'Clelan,

The House went into Committee of the whole on—A Bill to amend an Act intituled “An Act to authorize the draining of German Town Lake, in the County of Albert.”

Mr. Tapley in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of the Honorable Mr. Connell,

Resolved, That it be an additional Rule of this House, that no Bill of a private or local nature shall be received, unless such Bill, in incorporated Counties, has been previously read before the County Council, and a certificate thereof endorsed thereon by the Secretary-Treasurer ; and

Ordered, That the operation of this Rule is not to apply to the present Session.

On motion of Mr. M'Adam,

The House went into Committee of the whole on—A Bill to amend the Act relating to the Public Burial Grounds in the Parish of Saint Stephen.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On

On motion of Mr. Gilbert,

The House went into Committee of the whole on—A Bill in addition to and in explanation of Section 15, Chapter 112, of Title xxx, of the Revised Statutes, relating to Mortgages.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Vail,

The House went into Committee of the whole on—A Bill to establish additional Polling Places in King's County.

Mr. Lawrence in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On Motion of the Honorable Mr. Tilley,

The House again went into Committee of the whole on—A Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a "Medical Council of Health" in the Province of New Brunswick.

Mr. Chandler in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them again under their consideration, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Cudlip,

The House went into Committee of the whole on—A Bill in amendment of and in addition to Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Actions."

Mr. Mitchell in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

The House adjourned until to-morrow morning at 10 o'clock.

Saturday, 19th February, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill to enable parties having claims against the Province of New Brunswick to have the same adjudicated upon by the Courts of Law:

A Bill to extend the provisions of an Act intituled "An Act relating to the election of Commissioners of Sewers for the Marshes around Bay Verte, in the County of Westmorland," to the Marsh situate in Botsford, in the said County, on the easterly side of the Gaspereau River, and running from the Bay Verte Shore northerly along said River, to the Mouth of Timber River, known as Berrage Point Marsh: and

A Bill to alter and amend an Act intituled "An Act to regulate the sale of Spirituous Liquors."

Read a third time as engrossed,

A Bill to amend the Act relating to the Public Burial Grounds in the Parish of Saint Stephen.

Resolved, That the Bill do pass.

Ordered, That Mr. M'Adam take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to establish additional Polling places in King's County.

Resolved, That the Bill do pass.

Ordered, That Mr. Vail take the said Bill to the Council, and desire their concurrence thereto.

Mr. M'Adam moved for leave to bring in—A Bill to establish Mark's Street, in the Parish of Saint Stephen, in the County of Charlotte, as a Public Highway.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Kerr,

The House went into Committee of the whole on—A Bill to repeal an Act intituled "An Act to amend the Law for the relief of Insolvent Debtors."

Mr. End in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Fisher, a Member of Her Majesty's Executive Council, by command of His Excellency, delivered the following Message:—

"New Brunswick.

"Message to the House of Assembly, 19th February, 1859.

"J. H. T. MANNERS-SUTTON.

"His Excellency the Lieutenant Governor lays before the House of Assembly, a copy of the Report of the Chief Commissioner of Public Works, for the year 1858.

J. H. T. M-S.

(See Report in Appendix.)

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency, delivered the following Message:—

"New Brunswick.

"Message to the House of Assembly, 19th February, 1859.

"J. H. T. MANNERS-SUTTON.

"His Excellency the Lieutenant Governor lays before the House of Assembly, copies of certain Documents received from the Superintendent of Fisheries in Canada, with respect to the Fisheries in the Saint Lawrence and the neighbouring Rivers."

J. H. T. M-S.

(See these Documents in Appendix.)

The Honorable Mr. Tilley, also by command of His Excellency, laid before the House—

Report from the Auditor General on the Public Accounts, for the year 1858.

(See Appendix.)

On motion of Mr. Lawrence,

Resolved, That the Bill before the House for the abolishment of imprisonment for Debt, and for the more effectual punishment of Fraud, be referred to a Select Committee to report thereon; and

Ordered, That Mr. Lawrence, Mr. Wilmot, Mr. Kerr, Mr. Williston, and Mr. Chandler, do compose the said Committee.

Mr.

Mr. M'Adam, by leave, presented a Petition from Ninian Lindsay, J. H. Maxwell, and twenty three others, inhabitants of the Parish of Saint Stephen, in the County of Charlotte, praying that an Act may pass establishing Mark's Street, in the said Parish, as a Public Highway; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Scovil moved for leave to bring in—A Bill to alter and amend an Act intituled "An Act relating to Highways."

Leave granted.

The said Bill being brought in was read a first time.

Mr. Gilbert moved for leave to bring in—A Bill to regulate the Office of Clerk of the Peace and of the Inferior Court of Common Pleas in this Province.

Leave granted.

The said Bill being brought in was read a first time.

Mr. M'Adam moved for leave to bring in—A Bill to authorize the sale of certain Lands belonging to the Presbyterian Church in the Parish of Saint James, in the County of Charlotte.

Leave granted.

The said Bill being brought in was read a first time.

On motion of the Honorable Mr. Tilley,

That the House proceed to the Order of the Day of Thursday the 17th day of February instant, to go into consideration of the Speech of His Excellency the Lieutenant Governor at the opening of the Session.

The Order of the Day being read, the House according thereto went into consideration of the said Speech; when

On motion of the Honorable Mr. Tilley,

Resolved, That a Supply be granted to Her Majesty; and

On like motion of the Honorable Mr. Tilley,

Ordered, That the House will on Saturday the 26th day of February instant, resolve itself into Committee of the whole, to consider a Supply to be granted to Her Majesty.

On motion of Mr. Williston,

Ordered, That the Order of the Day of Thursday last, to go into Committee of the whole this day on—A Bill to repeal an Act relating to the Post Office, and to make other provisions in lieu thereof, be discharged; and

On like motion of Mr. Williston,

Ordered, That the House do on Tuesday next the 22nd day of February instant, resolve itself into Committee of the whole in consideration of the said Bill.

Mr. M'Adam moved for leave to bring in—A Bill relating to Interest and Usury.

Leave granted.

The said Bill being brought in was read a first time.

Mr. M'Phelim moved for leave to bring in—A Bill to change the Constitution of the Legislative Council, by rendering the same elective.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Scovil moved for leave to bring in—A Bill relating to Hawkers and Pedlars.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Mitchell,

The House went into Committee of the whole on—A Bill to repeal an Act intituled "An Act to provide for the better support of the Poor in certain Parishes in the County of Northumberland," and make other provisions in lieu thereof.

Mr. Gillmor in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

The Honorable Mr. Fisher moved for leave to bring in—A Bill relating to the Great Roads.

Leave granted.

The said Bill being brought in was read a first time.

On motion of the Honorable Mr. Fisher,

The House went into Committee of the whole on—A Bill relating to Attorneys.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, the following was moved:—

Resolved, That the further consideration of the Bill be postponed for three months.

And upon the question, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Brown.	Mr. Lawrence,	Hon. Mr. Speaker,	Mr. M'Leod,
Mr. End,	Hanington,	Hon. Mr. Fisher,	Scovil,
Williston,	Gillmor,	Hon. Mr. Tilley,	Vail,
M'Clelan,	M'Millan.	Hon. Mr. Watters,	Tapley,
Mitchell,		Mr. Wright,	M'Phelim,
		C. Perley,	Allen,
		DesBrisay,	Kerr.
		M'Intosh,	Lewis.
		M'Adam,	

Whereupon it was decided in the negative.

That the Committee then had the first Section of the Bill before them, and which is as follows:—

“ 1. Every Attorney of the Supreme Court, on or before the first day of Trinity Term in each year, shall pay to the Clerk of the Peace the sum of — shillings, which shall be paid by the said Clerk to the Treasurer of the Barristers' Society, for the purpose of providing for and maintaining the Law Library.”

To which an amendment was moved—To expunge the whole thereof, and substitute as followeth:—

“ Every Barrister attending the Bar, Court, and the Sittings after Term, on or before the first day of Trinity Term in each year, shall pay to the Clerk of the Peace the sum of — shillings, which shall be paid by the said Clerk to the Treasurer of the Barristers' Society, for the purpose of providing for and maintaining the Law Library.”

The question being taken upon the proposed amendment, the Committee divided—

YEAS 8.

NAYS 17.

And it was thereupon decided in the negative; when

The question was put upon the original Section, and it was carried in the affirmative, and the same agreed to with the blank filled up with the sum of *Ten Shillings*.

That they then proceeded to the second Section of the Bill, and which is as followeth:—

“ 2. No Attorney shall be allowed to practice in the said Supreme Court after the first day of Trinity Term in each year, unless such payment is made; but an Attorney who has neglected to make the payment on the first day of Trinity Term, may do so at any time thereafter, for the purpose of enabling him to resume his practice.”

Upon the question for adopting the same, the Committee divided as follows:—

YEAS.

Hon. Mr. Speaker,	Mr. Tapley,
Hon. Mr. Fisher,	DesBrisay,
Hon. Mr. Tilley,	Scovil,
Hon. Mr. Watters,	Vail,
Mr. Kerr,	M'Intosh,
Allen,	Wright,
M'Phelim,	C. Perley.
M'Adam,	

NAYS.

Hon. Mr. Brown,	Mr. M'Millan,
Mr. Gillmor,	Lewis,
M'Leod,	M'Clelan,
Lawrence,	Williston,
Mitchell,	Montgomery.
End,	

And so this was carried in the affirmative.

That the Committee then having gone through the several Sections of the Bill, had agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

The House adjourned until Monday morning next at 10 o'clock.

Monday, 21st February, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill to establish Marks' Street, in the Parish of Saint Stephen, in the County of Charlotte, as a Public Highway :

A Bill to alter and amend an Act intituled "An Act relating to Highways:"

A Bill to regulate the Office of Clerk of the Peace and of the Inferior Court of Common Pleas in this Province :

A Bill to authorize the sale of certain Lands belonging to the Presbyterian Church in the Parish of Saint James, in the County of Charlotte :

A Bill relating to Interest and Usury :

A Bill to change the Constitution of the Legislative Council, by rendering the same elective :

A Bill relating to Hawkers and Pedlars: and

A Bill relating to the Great Roads.

Mr. Steadman, by leave, presented a Petition from W. R. M. Burtis, of the City of Saint John, and owner of a piece of Land situate in the Parish of Portland, in the County of Saint John, praying relief in respect to Railway damages; which he read.

And upon the question, that the said Petition be received, and laid on the Table, the House divided as follows:—

YEAS.

Mr. Steadman,	Mr. Scovil,
Read,	Wilmot,
Williston,	Hanington,
End,	Gillmor,
Lawrence,	M'Phelim,
DesBrisay,	M'Clelan.

NAYS.

Hon. Mr. Tilley,	Mr. Montgomery,
Hon. Mr. Fisher,	M'Intosh,
Hon. Mr. Brown,	Vail,
Hon. Mr. Connell,	Wright,
Mr. Kerr,	Cudlip,
Lewis,	Chandler,
M'Millan,	Gilbert,
Botsford,	Tibbits,
Allen,	C. Perley.
M'Adam,	

Whereupon it was decided in the negative.

On motion of Mr. Gray,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause to be laid before this House, the information, statements, papers, and plans connected with the European and North American Railway, hereinafter particularly set forth, namely:—

1. Statement shewing the actual cost of the wooden Bridge-over-Robinson's Marsh, (five miles from St. John), and the difference between the cost of that Bridge and an earthen embankment, with copies of the Contracts for the Bridge and for the embankment, if any.

2. Statement shewing the total expense of filling at Lawlor's Lake, the amount to be subdivided as follows:—

Expense of draining,

Do. of piling and brushing,

Do. of temporary bridging,

Do. of filling with earth and rock,

Do. of superintendence and inspectorship, with names of the Superintendents and Inspectors.

3. Statement shewing the total expense of ballasting Sections No. 1, 2, 3, and 4, up to January 1st, 1859, with the names of the parties tendering, and copies of the Tenders; with the names of the parties to whom the Contracts were given, and copies of the Contracts made; and a Report from the Chief Engineer as to the time when, and the mode in which those Contracts were completed.

4. Statement shewing the total expense of excavating the summit at Garden Street, Saint John, the cost of constructing Bridges across Garden Street and Stanley Street, and the cost of the approaches thereto, with copies of the advertisements for Tenders, copies of Tenders made, the names of the Contractors, and copies of the Contracts; and a Report from the Chief Engineer as to the state of the works under those Contracts, how far carried out, and whether by the parties whose Tenders were accepted and with whom the Contracts were made, or by others to whom the Contracts or the right to the Contracts were assigned; and if not completed, what proportion in value the work done under the Contracts bears to the price to be paid when the Contracts will be completed.

5. Statement shewing the amount paid on account of the Station and other buildings at Saint John up to the 1st of January 1859, with copies of the advertisement for Tenders and Specifications, and of the Tenders made; with copies of the Contracts made, and a Report from the Chief Engineer as to the state of those Contracts on the 1st of January 1859.

6. Statement shewing the actual cost of working the Road from Saint John to the Nine mile Station, from 1st January 1858, to 1st January 1859; such statement to be subdivided, and appear under the following heads:—

Cost of maintenance,

Do. of engine drivers, firemen, cleaners, &c.

Do. of wood and water,

Do. of oil and waste,

Do. of repairs to engines,

Do. of repairs to cars,

Do. of conductors, brakemen, &c.

Do. of miscellaneous expenses not above enumerated, and of what they consist.

Do. of tickets and other printing,

Do. of station agent's clerk, and divisional superintendents,

7. A similar statement, similarly subdivided, for the same period, for the Road from Moncton to Shediac.

8. The names of the different employees severally on the above two divisions of the Road, classified under their several employments, and the amount of salary and allowances paid and allowed to each, and the number of days engaged or allowed to each, when paid per day.

9. Statement shewing the gross receipts on the foregoing two divisions of the Railway, severally distinguishing between amounts received for freight and for passengers; what amounts, if any, were received by Conductors or Collectors of passage money or freight, and not paid over, the names of such Conductors, and what steps were taken by the Commissioners to recover or secure the public moneys when such defaults, if any, were discovered.

10. Statement of all Contracts entered into between the 1st February 1858, and the 1st February 1859, for the construction or delivery of locomotive engines, snow ploughs, passenger cars, baggage and second class cars, platform and box freight cars, and hand cars, with the names of Contractors for each description of work, and copies of the Contracts, with a distinct statement whether such Contracts, and if any, which of them, were made by private bargain, and which were publicly advertised for and taken by tender, and in the latter case copies of the advertisements calling for tenders,

tenders, and copies of specifications and of tenders received, and a distinct statement when, where, and how long such advertisements were published.

11. Statement shewing the total cost of the station ground and buildings at the Nine Mile Station, with copies of the Contracts for the same, with the cost of the roads made by the Commissioners leading thereto, the quantity of land taken for such road and the station, the price paid for the same, and to whom, the cost of fencing per rod, and number of rods fenced on such roads and in rear of such station, and to whom paid, the costs of alterations and repairs, or extra work, if any, put upon the said station buildings since the same were handed over by the Contractor, and a Report from the Chief Engineer clearly shewing the present state of such buildings.

12. Copies of the Contracts for constructing sections 5, 6, and 7, the date of letting the same, and a Report from the Chief Engineer as to when the same will be completed; also a statement of expenses incurred for extra work on said three sections 5, 6, and 7, arising from the contemplated opening of the Railway from Saint John to Hampton on the 1st January 1859.

13. A statement of the amount claimed by the Contractors, over and above their Contracts, for extra work on sections 5, 6, and 7, (irrespective of the particular extra work arising out of the contemplated opening on the 1st January 1859,) the sums paid or agreed to be allowed to the Contractors in settlement of such claims, and the Chief Engineer's reasons why, after making Contracts for the construction of said section, such additional amounts should become chargeable to the costs of constructing them, and why those sections were not completed at the time specified in the Contracts.

14. Statement shewing the names of the Contractors for building the Railway Bridge across Hammond River, the total amount of such contracts, the sums paid on account of contract, or extra work up to the 1st January 1859, with a Report from the Chief Engineer whether there were any and what departures from the original plan of construction after the contracts were made; what additional sums were demanded by the contractors in consequence of such departures or alterations, what sums have been allowed; the reasons why the Bridge was not completed at the time specified in the contract, and what will be its entire cost when completed, and when will it be completed.

15. Statement shewing the names of the Contractors for Sections 7, 8, 9, 10, 11, 12, 13, 14, 15, and 16, the date of entering into such contracts, the times severally specified for the completion, the total amount payable under each contract as per tender, and the amounts severally paid on account up to 1st January 1859, and a statement of extra work, if any, claimed or allowed on any of these sections.

16. Statement shewing the total cost of the land for the station at Hampton, the quantity, the sum paid, and to whom; the total cost of the buildings at such station, with names of the contractors, date of the contracts, date when to be completed, the amount to be paid on completion, and the amount paid on account to 1st January 1859, and statement of extra work, if any, claimed or allowed.

17. Statement shewing the amount paid for the maintenance of way between Shediac and Moncton, the sum so paid according to contract or otherwise, and the amount for extra work, repairs, or construction, between 1st January 1858, and 1st January 1859.

18. Statement shewing the number and nature of accidents to individuals on the whole line of Railway, specifying whether the parties were in the employ of the Contractors or Commissioners, and whether such accidents resulted in loss of life, or personal injury, or from the default of the parties injured, or parties connected with the Railway, and whether, if any, what allowances have been made to individuals for injuries or losses sustained.

19. Statement shewing the number and nature of accidents to engines, snow ploughs, and cars, on the two sections of Railway in operation, the times and causes of such accidents, and the amount of expenses incurred in repairs, and of loss sustained, if any, by actual destruction.

20. An abstract or schedule shewing the number and nature of all Contracts entered into for Railway purposes, by the Commissioners or by their authority from 1st January 1858, to 1st January 1859, such schedule briefly to give the following information:—

The

The nature of the work to be done,
 When to be done,
 Date of contract and amount,
 Contractor's name,
 Sureties' names,
 Date of advertising,
 Date of letting,
 Amount specified in tender, (if not advertised and tendered for, so to be stated,)
 Time specified for completion,
 Date of actual completion,
 Total amount paid on each contract.

21. Statement shewing the names and position of each person employed upon the Engineering Staff of the Railway Works on the 1st January and 1st June 1858, and the 1st January 1859, with the nature of each person's duty, and the rate of salary paid to each at the respective periods named.

22. Statement of the several amounts paid to the Chief Engineer from the date of his appointment to 1st January 1859, distinguishing between sums paid on account of salary, and sums allowed for travelling and extra expenses.

23. Statement shewing the date and terms of the engagement of [Mr. Parker, the Consulting Engineer, the time occupied by him in the inspection of the Works in this Province, and the several amounts paid him for services and expenses.

24. Statement shewing the names of the several Railway Commissioners since the constitution of the first Board, the date of their several appointments, the amounts paid to each severally for salary, travelling and extra expenses; also the names, dates of engagements, nature of employment, and amount of salary of each and every person now employed at the Railway Offices in St. John, or who have been employed in the said Office since the 1st August 1857.

25. Statement shewing the names of the General Superintendent, Assistant Superintendent, and of all other persons engaged during the year 1858, and now engaged in working the portions of Railway already open, as well as the names of all persons connected with the repair and maintenance of the said portions of Railway, with the date of their several engagements, and the amount of salary or remuneration to each.

26. Statement of the number and weight of all rails, chairs, and weight of spikes, purchased for the Railway, the quantity of each now remaining on hand for use, with an account of all rolling stock, stationary engines, machinery, tools and plant of every description now owned by the Province, and in use on the Railway or the Railway Works.

27. Statement shewing the names of the appraisers for land damages, the dates of their appointments, with the several amounts paid to each for services for travelling and incidental expenses.

28. Statement shewing the amount of law charges rendered to or paid by the Commissioners up to 1st February 1859, and to whom paid.

29. Statement shewing the names of the several owners or proprietors on the line from Shediac to Saint John, whose lands have been taken for Railway purposes; such statement to commence at Saint John, and give the names of the owners as they succeed each other along the line, shewing the quantity of land taken from each, and the amount of compensation allowed to each, and date of payment; and in cases where compensation has been refused, that fact to be stated.

30. Statement of the quantity of goods imported for Railway purposes on which no duties have been paid.

31. A Report from the Chief Engineer, shewing in detail the damage estimated by him at £2,000 on 1,000 tons of rails imported through Naylor & Co. in the Autumn of 1857, each statement to shew quantity damaged in consequence;—

Of bad rolling, and estimated damage per ton on same,

Also, quantity badly trimmed, and damage per ton in consequence of same,

Also, quantity defective from the best part of the pile lying in the base instead of the top of the rail, and damage per ton,

Also, time when these defects were first ascertained, what became of rails so defective, and if used on line of Railway on what part of Railway same are to be found.

32. Statement shewing the quantity of rolling stock, machinery and plant furnished to Contractors since 1st August 1857, the time the same were used by such contractors severally, the sums paid by the contractors or charged against them for such use.

33. Statement shewing the total amount paid to the manufacturers of engines and cars, setting forth the portions paid according to agreement or contract for such engines or cars, and the amounts subsequently paid or allowed for duplicate parts, for repairs, and for articles not included in the above, the parties to whom such sums were paid, stating each separately.

34. Copies of all correspondence between the Railway Board and Mr. Commissioner Reed while he was in England.

35. Returns of freights paid on iron rails and all other railway material imported from England since August 1857, giving the names of the vessels, date of shipments, quantity of rails and other materials in each shipment, dates they were received, and at what Ports landed, and if all were delivered in good order.

36. State, if any, what claim was made on the ships for damage in consequence of bad stowage or any other causes.

37. The returns to show quantity of rails and other materials in each separate shipment, and the freight per ton, if in sterling or currency, if the freights were engaged by tender, and copies of the tenders; if not engaged by tender, how and by whom were they engaged.

38. A plan of the station grounds and road or right of way from Mill Street, in the City of Saint John, to Gilbert's Island, in the immediate vicinity of the City, as laid out and recorded in July or August 1857.

Ordered, That Mr. Gray, Mr. Kerr, and Mr. M'Millan, be a Committee to wait upon His Excellency with the Address.

Read a third time as engrossed,

A Bill relating to Attorneys; when

Mr. End moved the following engrossed amendment as a fourth Section, to be added thereto by way of Ryder:—

"4. Every Attorney who shall have received the receipt or certificate in the foregoing Section mentioned, shall be entitled to enter the Law Library at all reasonable hours, and use the books therein without payment of any further sum of money; subject nevertheless to such rules and regulations as may be established by the Barristers' Society for the preservation and safe keeping of such books."

The said amendment having had three several readings, and the question taken thereon, the House divided as follows:—

YEAS.

Hon. Mr. Brown,
Mr. Read,
Williston,
End,
M'Clelan,

Mr. Mitchell,
M'Millan,
Lawrence,
Tibbits,
Gillmor.

NAYS.

Hon. Mr. Tilley,
Hon. Mr. Fisher,
Hon. Mr. Connell,
Hon. Mr. Watters,
Hon. Mr. Smith,
Mr. Kerr,
Lewis,
Botsford,
Allen,
M'Phelim,
M'Adam,
Montgomery,

Mr. DesBrisay,
M'Intosh,
Wilmot,
M'Leod,
Scovil,
Vail,
C. Perley,
Cudlip,
Gilbert,
Wright,
Chandler.

Whereupon it was decided in the negative.

And the question being then put upon the final passing of the Bill, it was carried in the affirmative; and

Resolved, thereupon, That the Bill do pass.

Ordered, That the Honorable Mr. Fisher take the same to the Council, and desire their concurrence thereto.

On motion of Mr. End,

Ordered, That the House do on Friday next the 25th day of February instant, go into Committee of the whole on—A Bill to abolish Judges' Fees in the Supreme Court.

The Honorable Mr. Connell, by leave, presented a Petition from the Warden and Councillors of the Municipality of the County of Carleton, praying that such alteration be made in the existing system for the sale of Lumber Berths, as will give to the first applicant the right to purchase without competition; which he read.

Ordered, That the said Petition be received and lie on the Table.

The Honorable Mr. Connell, also by leave, presented a Petition from the Warden and Councillors of the Municipality of the County of Carleton, praying that the Law relating to Municipalities may be so amended as will authorize the Council to pay the Members thereof their actual expenses while in attendance at the meetings thereof; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. M'Intosh moved for leave to bring in—A Bill to repeal Section 11, Chapter 28, Title iii, of the Revised Statutes, "Of Warehousing Goods."

Leave granted.

The said Bill being brought in was read a first time.

On motion of the Honorable Mr. Smith,

The House went into Committee of the whole on—A Bill to extend the provisions of an Act intituled "An Act relating to the election of Commissioners of Sewers for the Marshes around Bay Verte, in the County of Westmorland," to the Marsh situate in Botsford, in the said County, on the easterly side of the Gaspereaux River, and running from the Bay Verte shore northerly along said River, to the Mouth of Timber River, known as Berrage Point Marsh.

Mr. Kerr in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Williston,

The House went into Committee of the whole on—A Bill to extend Chapter 94, of the Revised Statutes, "Of the inspection of Flour and Meal," to the County of Northumberland.

Mr. Vail in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had passed the following Resolution:—

Resolved, That the further consideration of this Bill be postponed for three months.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed.

On motion of Mr. Allen,

The House went into Committee of the whole on—A Bill to amend the Act to regulate the Circuit Courts, and Courts of Oyer and Terminer and Sittings after Term.

Mr. DesBrisay in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

Mr. Tibbits moved for leave to bring in—A Bill to repeal an Act to encourage the destruction of Bears in this Province.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Williston,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause to be laid before this House, with as little delay as possible, a nominal List of all applicants for relief under "the Act to amend the Law for the relief of Insolvent Debtors," with their places of residence and occupation, with the amount of compromise offered and accepted in each case;

case; as also a List of those who have received their final discharge under the provisions of the said Act.

Ordered, That Mr. Williston, Mr. Lawrence, and Mr. M'Clelan, be a Committee to wait upon His Excellency with the Address.

On motion of Mr. Gillmor,

The House went into Committee of the whole on—A Bill to alter the time of holding the Circuit Courts in the County of Charlotte.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. DesBrisay,

The House went into Committee of the whole on—A Bill to alter the time for holding the Circuit Court in the County of Kent.

Mr. Lawrence in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of the Honorable Mr. Smith,

Resolved, That all the Bills before the House touching the alteration in the time of holding the Circuit Courts in this Province, be referred to a Special Committee to report thereon.

Ordered, That Mr. DesBrisay, Mr. Cudlip, and Mr. End, do compose the said Committee.

On motion of Mr. Cudlip,

The House again went into Committee of the whole on—A Bill in amendment of and in addition to Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Action."

The Honorable Mr. Watters in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again under their consideration, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

The House adjourned until to-morrow morning at 10 o'clock.

Tuesday, 22nd February, 1859.

Prayers.

Read a second time—

A Bill to repeal Section 11, Chapter 28, Title iii, of the Revised Statutes, "Of Warehousing Goods:" and

A Bill to repeal an Act to encourage the destruction of Bears in this Province.

Read a third time as engrossed,

A Bill to extend the provisions of an Act intituled "An Act relating to the election of Commissioners of Sewers for the Marshes around Bay Verte, in the County of Westmorland," to the Marsh situate in Botsford, in the said County, on the easterly side of the Gaspereaux River, and running from the Bay Verte shore northerly along said River, to the Mouth of Timber River, known as Berrage Point Marsh.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Smith take the said Bill to the Council, and desire their concurrence thereto.

The

The Honorable Mr. Smith moved for leave to bring in—A Bill to enable the Dorchester Olive Freestone Company, of the County of Richmond, State of New York, to hold Property in this Province.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Steadman,

Resolved, That a Standing Committee, consisting of five Members, be appointed to examine and report upon the Public Accounts.

Ordered, That Mr. Steadman, Mr. Kerr, Mr. Gillmor, Mr. Wilmot, and Mr. M'Millan, do compose the said Committee.

On motion of Mr. M'Adam,

The House went into Committee of the whole on—A Bill for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and also for the incorporating the several Congregations connected therewith.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Gray,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to direct to be laid before this House, any Minute or Minutes of the Executive Council establishing the office of "Commissioner of Authentication of Debentures, under the 19th Victoria, Chapter 16," and a Statement of the profits, emoluments, or fees, appertaining to the office, and of the emoluments or fees paid to the Officer discharging that duty prior to the 2nd day of November last, when the Honorable John M. Johnson resigned the office of Postmaster General, and accepted the office of Commissioner of Authentication of Debentures under 19th Victoria, Chapter 16.

Ordered, That Mr. Gray, Mr. Botsford, and Mr. Gilbert, be a Committee to wait upon His Excellency with the Address.

The Honorable Mr. Watters moved for leave to bring in—A Bill for the division of the County of Victoria into two Counties, and to provide for the government and representation of the new County; when

The Honorable Mr. Speaker brought under the notice of the House, that the twenty fifth Rule thereof, which requires Bills of a private or local nature to be read at the Assizes or Court of Nisi Prius, or General Sessions of the Peace, before the Grand Jury of the County interested in such Bill, or published in some Newspaper, before the same would be received by the House, had not been complied with, no certificate appearing thereon.

The question was then taken, that the Rule be dispensed with in this instance, and leave to introduce the Bill granted, when the House divided as follows:—

YEAS.

Hon. Mr. Fisher,	Mr. Tibbits,
Hon. Mr. Watters,	Allen,
Hon. Mr. Brown,	M'Leod,
Mr. Connell,	Steadman.

NAYS.

Hon. Mr. Tilley,	Mr. Botsford,
Hon. Mr. Smith,	Mongomery,
Mr. Kerr,	Tapley,
Read,	Vail,
Williston,	Scovil,
Gray,	Wilmot,
Lewis,	Hanington,
End.	M'Intosh,
M'Clelan,	Wright,
M'Millan,	C. Perley,
Mitchell,	Gilbert,
Lawrence,	Chandler.

Whereupon it was decided in the negative.

Mr.

Mr. Allen moved, for leave to bring in—A Bill to amend an Act to incorporate the Diocesan Church Society of New Brunswick.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. End,

That the House proceed to the Order of the Day of the 17th day of February instant, to go into Committee of the whole on—A Bill relating to the Action of Ejectment.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Vail in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them, and proceeding therein, the following was moved:—

Resolved, That the further consideration of the Bill be postponed for three months.

And upon the question, it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed.

On motion of Mr. Williston,

That the House proceed to the Order of the Day of the 19th day of February instant, to go into Committee of the whole on—A Bill to repeal an Act relating to the Post Office, and to make other provisions in lieu thereof.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Botsford in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted, and that the House do to-morrow again resolve itself into Committee of the whole in consideration thereof.

Mr. Gray, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of yesterday, praying that His Excellency would cause to be laid before the House, certain information, statements and papers connected with the European and North American Railway, reported—That they had attended thereto, and His Excellency was pleased to say, "that he would give directions that the information desired by the House of Assembly may be furnished to the House."

Mr. Williston, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of yesterday, praying that His Excellency would direct to be laid before the House, a nominal List of all applicants for relief under "the Act to amend the Law for the relief of Insolvent Debtors," and other information relative to the proceedings had on such applications, reported—That they had attended thereto, and His Excellency was pleased to say, that the wishes of the House should be complied with.

Mr. Mitchell moved for leave to bring in—A Bill to afford greater facilities for obtaining Licences to cut and carry away Lumber from off Crown Lands.

Leave granted.

The said Bill being brought in was read a first time; and

On motion of Mr. Montgomery,

Ordered, That the said Bill be referred to the Committee on the Lumbering Interests of the Province to report thereon.

Mr. End moved for leave to bring in—A Bill relating to the recovery of Mesne Profits.

Leave granted.

The said Bill being brought in was read a first time.

The House adjourned until to-morrow morning at 10 o'clock.

Wednesday, 23rd February, 1859.*Prayers.*

Read a second time the following Bills, viz :—

A Bill to enable the Dorchester Olive Freestone Company of the County of Richmond, State of New York, to hold Property in this Province :

A Bill to amend an Act to incorporate the Diocesan Church Society of New Brunswick :

A Bill to afford greater facilities for obtaining Licences to cut and carry away Lumber from off Crown Lands : and

A Bill relating to the recovery of Mesne Profits.

On motion of Mr. M'Millan,

Ordered, That Mr. Mitchell be added to the Committee appointed on the 12th day of February instant, to take into consideration all matters affecting the Lumbering Interests of the Province.

On motion of Mr. Gray,

Resolved, That until the Committees appointed to report on Public matters have reported, no Bill shall be referred to a Committee of the whole House until the hour of 12 o'clock on each day.

Read a third time as engrossed,

A Bill to amend the Act to regulate the Circuit Courts, and Courts of Oyer and Terminer and Sittings after Term.

Resolved, That the Bill do pass.

Ordered, That Mr. Allen take the said Bill to the Council, and desire their concurrence thereto.

On motion of Mr. Lewis,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause to be laid before this House, all Papers connected with the Mining Interests of the Province, particularly all Minutes of Council, agreements, and arrangements relative to the purchasing up of the Mining Leases heretofore issued in this Province, with the amount of such purchase money, the mode of payment, with the rate to be hereafter exacted as a Royalty, and whether such Royalty is to be exacted from granted as well as ungranted Lands.

Ordered, That Mr. Lewis, Mr. M'Leod, and Mr. Steadman, be a Committee to wait upon His Excellency with the Address.

Mr. M'Leod, by leave, presented the following Petitions, viz :—

From Robert Wood, Thomas Purves, and Robert Purves, together with fifty five others, Elders, Members, and Adherents of the Presbyterian Congregation of Saint Andrew's Church, at Hampton, in King's County :

From Elijah Baxter and John M'Vey, together with sixty five others, Elders, Members, and Adherents of the Presbyterian Congregation at Norton, in King's County : and

From James Stark, together with thirty four others, Elders, Members, and Adherents of the Presbyterian Congregation at Norton, in King's County ; praying that the Bill now before the House for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and the several Congregations connected therewith, may pass into a Law ; which he severally read.

Ordered, That the said Petitions be received and lie on the Table.

The Honorable Mr. Brown, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

A Detailed Account from the Crown Land Department for the year 1858.

(*See Report in Appendix.*)

On motion of Mr. Scovil,
The House went into Committee of the whole on—A Bill relating to Hawkers and Pedlars.

Mr. Lawrence in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Williston,
The House again went into Committee of the whole on—A Bill to divide the Parish of Nelson into two separate and distinct Parishes.

Mr. Lawrence in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again under their consideration, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Williston,
The House, in pursuance of the Order of yesterday, again went into Committee of the whole on—A Bill to repeal an Act relating to the Post Office, and to make other provisions in lieu thereof.

Mr. Gilbert in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them again under their consideration, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; and

On like motion of Mr. Williston; further

Ordered, That the House do to-morrow at the hour of two o'clock, again go into Committee of the whole and resume the consideration of the said Bill.

The House adjourned until to-morrow morning at 10 o'clock.

Thursday. 24th February. 1859.

Prayers.

Mr. Botsford, by leave, presented a Petition from George Pitfield and S. S. Wilmot, Esquires, and eleven others, of the Parish of Salisbury, in the County of Westmorland, praying for an amendment in the Law respecting the marking of Cattle; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. M'Adam moved for leave to bring in—A Bill to extend the bounds of the County of Charlotte.

Leave granted.

The said Bill being brought in was read a first time.

Mr. M'Adam, by leave, presented a Petition from the Reverend William Elder, together with James G. Stevens, and twenty nine others, Minister, Members, and Adherents of the Presbyterian Congregation at Saint Stephen, in the County of Charlotte, praying that a Bill now before the House for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and the several Churches in connection therewith, may pass into a Law; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Allen moved for leave to bring in—A Bill to alter the time for holding the Inferior Court of Common Pleas and General Sessions of the Peace for the County of York.

Leave granted.

The said Bill being brought in was read a first time.

Mr.

Mr. Botsford moved for leave to bring in—A Bill to amend the Act intituled “An Act to incorporate the Town of Moncton.”

Leave granted.

The said Bill being brought in was read a first time.

Mr. Gray, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of the 22nd day of February instant, praying that His Excellency would be pleased to direct to be laid before the House, any Minute or Minutes of the Executive Council establishing the Office of “Commissioner of Authentication of Debentures;” as also a Statement of the profits, emoluments, or fees appertaining thereto, reported—That they had attended thereto, and His Excellency was pleased to say, “that he would consult his Council with respect to this Address.”

On motion of Mr. Gray,

Ordered, That the House do on Monday next the 28th day of February instant, resolve itself into Committee of the whole on—A Bill to enable parties having claims against the Province of New Brunswick, to have the same adjudicated upon by the Courts of Law.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill to authorize the Trustees of Saint Andrew’s Church, in the City of Saint John, to sell a Lot of Land in the Parish of Simonds :

The Bill to amend an Act intituled “An Act to authorize the draining of German Town Lake, in the County of Albert :” and

The Bill to establish additional Polling places in King’s County ;

Without making any amendments thereto.

And that the Council had also agreed to—

The Bill in addition to and amendment of an Act intituled “An Act relating to Co-Partnerships,”

With certain amendments, to which they desire the concurrence of the Assembly.

The amendments made by the Legislative Council to this Bill, were then severally read a first and second times, and are as follow :—

From A, expunge the remainder of the Bill, and insert two new Sections as follows :—

“3. That the party suing or defending as partners in any suit in any Court of Law in this Province, and seeking to recover any debt or damages, shall be required to produce in evidence either on the trial or before the Judge or Court when the debt or damages may be assessed, the Certificate mentioned in the said recited Act or this Act duly proved and registered agreeably to the provisions thereof, shewing that at the time of the commencement of such suit such Certificate had been made and registered ; and in case of failure to produce such Certificate as aforesaid, no verdict or judgment shall be given for such debt or damages.

“4. That nothing in the said recited Act or this Act shall extend to any Company or Corporation established by Act of the Legislature of this Province or Royal Charter.”

The Honorable Mr. Fisher, by leave, presented a Petition from Spafford Barker, F. W. Hatheway, George E. Snider, Francis Ferguson, and fifty six others, inhabitants of Saint John and Fredericton, praying for an alteration in the second Section of the Act to incorporate the Saint John Suspension Bridge Company ; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Scovil, by leave, presented a Petition from the Rector, Church Wardens, and Vestry of Trinity Church, in Springfield, King’s County, praying that an Act may pass authorizing the sale of certain Church Land, and to invest the proceeds in other securities ; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr.

Mr. Gilbert, by leave, presented a Petition from the Reverend Wellington A. Troop, David A. Phillips, Esquire, and twenty three others, praying that an Act may pass to incorporate the Grand Orange Lodge of New Brunswick and Subordinate Lodges connected therewith; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Kerr moved for leave to bring in—A Bill to incorporate the Synod of the Presbyterian Church of New Brunswick in connection with the Established Church of Scotland.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Williston,

The House again went into Committee of the whole on—A Bill to divide the Parish of Nelson into two separate and distinct Parishes.

Mr. Lawrence in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again before them, had made an amendment thereto, and then agreed to the same.

Ordered, That the Report be accepted, and the Bill engrossed as amended.

On motion of the Honorable Mr. Fisher,

The House went into Committee of the whole on—A Bill relating to the Great Roads.

The Honorable Mr. Watters in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

The Honorable Mr. Smith, by leave, presented a Petition from Joseph Chapman, Charles Dixon, and Silas D. Copp, Esquires, together with William Fletcher and thirty others, inhabitants of the Parish of Westmorland, in the County of Westmorland, praying for an alteration in the Act relating to Highways, by which property of Non-Residents may be exempted from Road Tax; which he read.

Ordered, That the said Petition be received and referred to a Select Committee to report thereon; and further

Ordered, That the Honorable Mr. Smith, Mr. M'Leod, and Mr. Kerr, do compose the said Committee; and

On motion of Mr. Scovil,

Ordered, That the Bill before the House to alter and amend an Act intituled "An Act relating to Highways," be referred to the same Committee.

On motion of Mr. Chandler,

The House went into Committee of the whole on—A Bill to alter and amend Chapter 125, Title xxxiv, of the Revised Statutes, "Of Absconding, Concealed or Absent Debtors."

Mr. Kerr in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Report from Henry Fisher, Esquire, Chief Superintendent of Schools, on the Training, Model, and Parish Schools of the Province, for the year 1858.

(See Appendix.)

Mr. M'Leod, by leave, presented a Petition from the Reverend Lewis Jack, Daniel M'Lachlan, Esquire, and one hundred and twenty others, Minister, Members, and Adherents of the Presbyterian Congregation of Springfield and English Settlement, in King's County, praying that a Bill before the House for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and the separate Churches in connection therewith, may pass into a Law; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Ferris moved for leave to bring in—A Bill to regulate certain Taxes of Non-Residents on Island Property lying in the River Saint John.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Williston,

The House, in pursuance of the Order of yesterday, again went into Committee of the whole, and resumed the consideration of—A Bill to repeal an Act relating to the Post Office, and to make other provisions in lieu thereof.

Mr. Botsford in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them again under their consideration, the following Resolution was moved:—

Resolved, That the further consideration of the Bill be postponed for three months.

Upon the question, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. M'Adam,	Mr. Williston,	Mr. DesBrisay,
Hon. Mr. Tilley,	Montgomery,	Kerr,	Scovil,
Hon. Mr. Fisher,	Tapley,	Lewis.	Vail,
Hon. Mr. Brown,	Ferris,	M'Clelan,	Cudlip,
Hon. Mr. Smith.	M'Intosh.	Lawrence,	M'Leod.
Hon. Mr. Watters,	Wilmot,	W. E. Perley,	
Hon. Mr. Connell,	Hanington,		
Mr. Gray.	Wright,		
Read,	C. Perley.		
End,	Chandler,		
M'Millan,	Tibbits,		
Mitchell,	Gillmor,		
M'Phelim,	Steadman.		

And it was thereupon carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed.

Mr. Kerr moved for leave to bring in—A Bill relating to the settlement and support of the Poor in this Province.

Leave granted.

The said Bill being brought in was read a first time.

The House adjourned until to-morrow morning at 10 o'clock.

Friday, 25th February, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill to extend the bounds of the County of Charlotte :

A Bill to alter the time for holding the Inferior Court of Common Pleas and General Sessions of the Peace for the County of York :

A Bill to amend the Act intituled "An Act to incorporate the Town of Moncton:"

A Bill to incorporate the Synod of the Presbyterian Church of New Brunswick in connection with the Established Church of Scotland :

A Bill to regulate certain Taxes of Non-Residents on Island Property lying in the River Saint John : and

A Bill relating to the settlement and support of the Poor in this Province.

Mr.

Mr. Lawrence, by leave, presented a Petition from George E. Fenety, John Hooper, Michael O'Donnely, and four others, of the City of Saint John, praying for the passing of a Bill in addition to and in amendment of an Act for the opening of a Street from Church Street to Princess Street, in the said City; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Lawrence moved for leave to bring in—A Bill in addition to and in amendment of an Act intituled “An Act to further amend an Act to authorize the opening of a Street from Church Street to Princess Street, in the City of Saint John.”

Leave granted.

The said Bill being brought in was read a first time.

Mr. W. E. Perley moved for leave to bring in—A Bill to alter and amend Chapter 137, Title xxxvii, of the Revised Statutes, “Of the Jurisdiction of Justices in Civil Suits.”

Leave granted.

The said Bill being brought in was read a first time.

Mr. M'Adam, by leave, presented a Petition from Peter Morrison and thirty nine others, Members and Adherents of the Presbyterian Congregation in the Parish of Saint James, in the County of Charlotte, praying that the Bill before the House for the incorporation of the Synod of the Presbyterian Church in New Brunswick, and of the several Congregations connected therewith, may pass into a Law; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Cudlip moved for leave to bring in—A Bill to amend an Act intituled “An Act to provide for the expenses of the Legislature.”

Leave granted.

The said Bill being brought in was read a first time.

On motion of the Honorable Mr. Fisher,

The House again went into Committee of the whole on—A Bill relating to the Great Roads.

The Honorable Mr. Watters in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them again under their consideration, and proceeding therein—

A motion was made—That the Chairman do leave the Chair, report progress, and ask for leave to sit again.

And upon the question, the Committee divided as follows:—

YEAS.

Mr. Gray, Lawrence, Allen,	Mr. Scovil, Gillmor, Chandler.
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NAYS.

Hon. Mr. Speaker, Hon. Mr. Tilley, Hon. Mr. Fisher, Hon. Mr. Brown, Hon. Mr. Connell, Hon. Mr. Smith, Mr. Kerr, Read, Williston, M'Clelan, Gilbert, M'Millan, Steadman, Botsford, M'Phelim,	Mr. M'Adam, W. E. Perley, Tapley, Montgomery, Ferris, DesBrisay, M'Intosh, M'Leod, Hanington, C. Perley, Tibbits, Wright, End, Mitchell.
---	---

Whereupon it being decided in the negative—

The Committee then went through the several Sections of the Bill, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

The

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House the following Documents:—

Report from William M. Smith, Esquire, Inspector of Steamers at the Port of Saint John, for the year 1858: and

Report from William Dunlop, Esquire, Inspector of Steamers for the Port of Miramichi, for the same period.

(See Appendix.)

Report from William Scoullar, Esquire, Railway Police Magistrate, together with Return of Causes tried before him; and Account of Fines imposed and Costs paid up to the 19th February 1859.

(See Appendix.)

List of the Names of all persons who have been appointed to Offices in the County of Kent since the first day of March 1857; this furnished in pursuance of a notice of motion for an Address.

(See Appendix.)

The House adjourned until to-morrow morning at 10 o'clock.

Saturday, 26th February, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill in addition to and in amendment of an Act intituled "An Act to further amend an Act to authorize the opening of a Street from Church Street to Princess Street, in the City of Saint John:"

A Bill to alter and amend Chapter 137, Title xxxvii, of the Revised Statutes, "Of the jurisdiction of Justices in Civil Suits:" and

A Bill to amend an Act intituled "An Act to provide for the expenses of the Legislature."

Read a third time as engrossed,
A Bill relating to the Great Roads.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Fisher take the said Bill to the Council, and desire their concurrence thereto.

The amendments made by the Legislative Council to—The Bill in addition to and amendment of an Act intituled "An Act relating to Co-Partnerships," were severally read a third time; and

Upon the question that the House do concur therein, it was decided in the negative.

Mr. W. E. Perley moved for leave to bring in—A Bill to amend an Act to regulate the Circuit Courts, and Courts of Oyer and Terminer and Sittings after Term, so far as relates to the County of Sunbury.

Leave granted.

The said Bill being brought in was read a first time; and

Ordered, That the said Bill be referred to the Committee appointed on the 21st day of February instant, to take into consideration the several Bills having for their object the alteration in the times of holding Circuit Courts, to report thereon.

Mr. W. E. Perley moved for leave to bring in—A Bill to amend Chapter 45, Title vi, of the Revised Statutes, "Of Municipalities."

Leave granted.

The said Bill being brought in was read a first time.

Mr. Mitchell, by leave, presented a Petition from the Reverend Richard Vereker, John Townley, John Devereaux, Robert Johnston, and one hundred and fifty seven others,

others, inhabitants of the Town of Chatham, in the County of Northumberland, praying that no Act may pass which would impose a Tax on the said Town for the establishment of a Police Force; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Ferris, by leave, presented a Petition from George Fox, David Ebbet, Junior, George Slip, and eighty seven others, owners and proprietors of Property on Island in Queen's County, praying that a Bill now before the House to regulate certain Taxes on Non-Residents of Island Property lying in the River Saint John, may pass into a Law; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Williston moved for leave to bring in—A Bill to amend Chapter 124, Title xxxiv, of the Revised Statutes, "Of Insolvent Confined Debtors."

Leave granted.

The said Bill being brought in was read a first time.

Mr. Gray, by leave, presented a Petition from the Saint John Gas Light Company, praying that an Act may pass authorizing an increase of their Capital; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Gray moved for leave to bring in—A Bill further to alter and amend an Act intituled "An Act to incorporate the Saint John Gas Light Company."

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. M'Adam,

The House went into Committee of the whole on—A Bill to establish Marks' Street, in the Parish of Saint Stephen, in the County of Charlotte, as a Public Highway.

Mr. Steadman in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Tibbits,

The House went into Committee of the whole on—A Bill to repeal an Act to encourage the destruction of Bears in this Province.

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them, the following was moved:—

Resolved, That the further consideration of this Bill be postponed for three months.

Upon the question, the Committee divided as follows:—

YEAS.

Hon. Mr. Speaker,	Mr. Tapley,
Mr. Read,	Ferris,
Williston,	DesBrisay,
Lewis,	Vail,
End,	Gilbert,
M'Clelan,	Gillmor,
Mitchell,	Botsford,
Steadman,	Scovil,
Lawrence,	Hanington,
M'Adam,	Kerr.
W. E. Perley,	

NAYS.

Hon. Mr. Tilley,	Mr. C. Perley,
Hon. Mr. Brown,	Tibbits,
Hon. Mr. Smith,	Chandler,
Hon. Mr. Connell,	Cudlip,
Mr. M'Phelim,	Wright.
Montgomery,	

And it was thereupon carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed.

On motion of Mr. Steadman,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to lay before this House, copies

of all Despatches forwarded to or received from the Colonial Secretary, together with all Minutes of Council, if any, in any way relating to the Act passed at the last Session of the Legislature, intituled "An Act to suspend the Grant to King's College."

Ordered, That Mr. Steadman, Mr. Scovil, and Mr. Gillmor, be a Committee to wait upon His Excellency with the Address.

On motion of Mr. Hanington,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause to be laid before this House, a Statement of the total expense incurred for Public Printing of every description from 31st December 1857, to 1st February 1859, specifying in detail the amounts authorized by Law, or by order of the Government or Legislature; also a Statement in detail of the expenses for Printing incurred by the several Public Departments, viz: Surveyor General's, Auditor General's, Treasury, Customs, Board of Works, and Railway Board; also naming the Printing Establishments in which each has been paid, and what remains due.

Ordered, That Mr. Hanington, Mr. McLeod, and Mr. McClelan, be a Committee to wait upon His Excellency with the Address.

The Honorable Mr. Speaker informed the House—That he had received a Communication from the Reverend Mr. Ketchum, resigning the Office of Chaplain, which he read to the House, and is as followeth:—

Fredericton, February 26th, 1859.

SIR,—Being about to remove from Fredericton, I shall be obliged to tender my resignation of the Office of Chaplain to the Honorable the House of Assembly on the 1st of March next. May I respectfully ask you to communicate this my intention to the Assembly, and at the same time will you do me the favour to express my grateful recollection to the respect, kindness and courtesy I have uniformly received, as Chaplain of the Honorable House, during the past twelve years.

I remain, Sir,

Yours very faithfully,

WILLIAM Q. KETCHUM.

The Honorable The Speaker of the House of Assembly.

On motion of the Honorable Mr. Tilley,

Resolved, That the House proceed to the Order of the day of the 19th day of February instant, to go into Committee of the whole in consideration of a Supply to be granted to Her Majesty; and

On like motion of the Honorable Mr. Tilley,

Resolved, That the Speech of His Excellency the Lieutenant Governor be referred to the Committee.

The Order of the Day being then read, the House according thereto resolved itself into Committee of Supply.

Mr. Steadman in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the matter referred to them under their consideration, had passed the following Resolution:—

"*Resolved*, That a Supply be granted to Her Majesty."

Ordered, That the Report be accepted.

The Resolution reported from the Committee, being then read a first and second times at the Clerk's Table—

On motion of the Honorable Mr. Tilley,

Resolved, That this House doth agree with the Committee in the said Resolution—That a Supply be granted to Her Majesty; and

On like motion of the Honorable Mr. Tilley,

Ordered, That this House will, on Monday the 7th day of March next, resolve itself into a Committee to consider of the Supply granted to Her Majesty.

The House adjourned until Monday morning next at 10 o'clock.

Monday, 28th February, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill to amend an Act to regulate the Circuit Courts, and Courts of Oyer and Terminer and Sittings after Term, so far as relates to the County of Sunbury :

A Bill to amend Chapter 45, Title vi, of the Revised Statutes, "Of Municipalities:"

A Bill to amend Chapter 124, Title xxxiv, of the Revised Statutes, "Of Insolvent Confined Debtors:" and

A Bill further to alter and amend an Act intituled "An Act to incorporate the Saint John Gas Light Company."

Read a third time as engrossed,

A Bill to establish Marks' Street, in the Parish of Saint Stephen, in the County of Charlotte, as a Public Highway.

Resolved, That the Bill do pass.

Ordered, That Mr. M'Adam take the said Bill to the Council, and desire their concurrence thereto.

Mr. Wright moved for leave to bring in—A Bill further to amend the Act relating to Highways, so far as relates to the Parish of Portland, in the County of Saint John.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Williston,

Ordered, That the Honorable Mr. Watters be added to the Committee appointed on the 16th day of February instant, to take into consideration the subject of vesting the sale of Glebe and Church Lands in the Rector, Church Wardens, and Vestry of the several Churches in the Province.

Read a third time as engrossed,

A Bill to divide the Parish of Nelson into two separate and distinct Parishes.

Resolved, That the Bill do pass.

Ordered, That Mr. Williston take the said Bill to the Council, and desire their concurrence thereto.

The Honorable Mr. Speaker laid before the House, the following Returns from the Registrar and Treasurer of King's College, for the year 1858, viz:—

List of Professors :

List of Students, Resident and Non-Resident :

Return of Collegiate School :

Account of Income and Expenditure.

(See Appendix.)

Mr. M'Adam moved for leave to bring in—A Bill to encourage the Fisheries of this Province.

Leave granted.

The said Bill being brought in was read a first time.

Mr. M'Phelim moved for leave to bring in—A Bill for the protection of the Fisheries, so far as relates to the County of Kent.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Gray,

Ordered, That the Bills now introduced—to encourage the Fisheries of the Province;—and for the protection of the Fisheries, so far as relates to the County of Kent; be referred to the Committee appointed on the 12th day of February instant, to take into consideration all matters relating to the Fisheries, to report thereon.

On motion of Mr. W. E. Perley,

Ordered, That Mr. Allen be added to the Committee appointed on the 21st day of February instant, to take into consideration applications for alterations to be made in the times for holding several of the Circuit Courts in the Province.

The.

The Reverend William Q. Ketchum having handed in his resignation as Chaplain after this day—

On motion of Mr. Charles Perley,

Resolved, That the Reverend John Brewster be appointed Chaplain to this House.

To which Mr. Montgomery moved as an amendment—To expunge all after the word “Resolved,” and substitute as follows:—

That the Reverend Charles G. Coster, A. M., be appointed Chaplain of this House, in place of the Reverend William Q. Ketchum, who has resigned.

The question being taken upon the amended motion, when the House divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Tilley,	Mr. Montgomery,	Hon. Mr. Brown,	Mr. Tapley,
Hon. Mr. Smith,	DesBrisay,	Hon. Mr. Fisher,	Ferris,
Hon. Mr. Watters,	Scovil,	Hon. Mr. Connell,	Tibbits,
Mr. Kerr,	Vail,	Mr. Lewis,	C. Perley,
Gray,	M·Intosh,	M·Clelan,	Wright,
Read,	Wilmot,	Mitchell,	Gillmor,
Williston,	Cudlip,	M·Adam,	M·Leod.
Lawrence,	Chandler.	W. E. Perley,	Steadman.
Botsford,	Gilbert,		
Allen,	Hanington,		
M·Phelim,	M·Millan.		

And it was thereupon carried in the affirmative.

On motion of Mr. Gray,

Ordered, That the Order of the Day of the 24th day of February instant, to go into Committee of the whole House this day on—A Bill to enable parties having claims against the Province of New Brunswick, to have the same adjudicated upon by the Courts of Law, be discharged; and

On like motion of Mr. Gray,

Ordered, That the House do on Wednesday the 2nd day of March next, resolve itself into Committee of the whole in consideration of the said Bill.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Financial Statement, shewing Debt and Assets of the Province, made up to 31st October 1858:

Abstract of the estimated Expenditure, and the Expenditure by Warrants and Charges, for the service of the Fiscal Year ending 31st October 1858: and

Estimate of Revenue and Expenditure for the Fiscal Year ending 31st October 1859; and which are as follow:—

FINANCIAL STATEMENT.—31st October 1858.

DEBT.

Funded.

For Sterling Debentures on Account of—

The Saint Andrews and Quebec Railroad,	£44,000	0	0
The European and North American Railroad,	90,000	0	0
Railway Construction, under 19 Vic. cap. 16,	400,000	0	0
Provincial Liabilities, under Act 19 Vic. cap. 20,	31,000	0	0
Sterling, - -	£565,000	0	0
Add 1-5th for Exchange,	113,000	0	0
Currency, - -	£678,000	0	0

Carried forward,

	<i>Brought forward,</i>	- - -	£678,000	0	0
For Currency Debentures on Account of—					
	Fredericton Fire Loan,	-	£12,000	0	0
	Provincial Liabilities, under Act 19				
	Vic. cap. 20,	- - -	16,800	0	0—28,800 0 0
	Total Funded Debt,	- - -			£706,800 0 0
<i>Floating.</i>					
To Savings Banks,—					
	Saint John,	- - -	£67,500	0	0
	Restigouche,	- - -	1,305	12	0
	Bathurst,	- - -	346	0	0
	Newcastle,	- - -	446	11	9
	Chatham,	- - -	9,745	9	2
	Kent,	- - -	812	15	4
	Shediac,	- - -	332	11	0
	Saint Andrews,	- - -	7,872	4	3
					£88,361 3 6
For Unpaid Warrants,—					
	Ordinary Services of 1857 and 1858,		£2,254	14	8
	Parish Schools,	- - -	4,434	0	8
					6,688 15 4
For Appropriations,—					
	Undrawn, Estimated Amount,	- - -			22,500 0 0
For Balances of Special Funds,—					
	Light Houses, Bay of Fundy,	-	£6,063	2	5
	Do. Gulf,	- - -	80	2	4
	Sick and Disabled Seamen,	- - -	402	14	0
	Indian Reserve Fund,	- - -	789	9	4
	Copy Right Duties,	- - -	14	16	5
	Railway Impost				
	Fund,	£25,415	1	9	
	Less—In hands of				
	Messrs. Barings,	17,862	3	10	
					7,552 17 11
	Railway Construc-				
	tion Fund,	£88,786	8	7	
	Less—In hands of				
	Messrs. Barings,	63,674	14	1—25,111	14 6
					40,014 16 11
	Total Floating Debt,	- - -			157,564 15 9
	Gross Total of Provincial Debt,	- - -			£864,364 15 9

ASSETS.

Cash,—					
	In Bank of New Brunswick,	- - -	£7,430	8	0
	Treasury,	- - -	2,694	3	0
	Copper Coin,	- - -	1,035	0	0
	Hands of Deputy Treasurers,	- - -	5,908	6	7
					£17,067 17 7
Balances of Special Funds,—					
	Casual Revenue,	- - -	4,037	9	7
	Surplus Civil List with Interest,	- - -	9,776	10	11
	Fishery Fund,	- - -	470	13	8
	Emigrant Fund,	- - -	1,138	19	0
					£15,423 13 2
	Less—Expended by Treasurer for general				
	purposes,	- - -	4,529	0	11—10,894 12 3
	<i>Carried forward,</i>	- - -			£27,962 9 10
					21

	<i>Brought forward.</i>	-	-	£27,962	9	10
Investments,—						
Bonds (with Interest thereon) for Frederickton Fire Loan,	-	-	-	£14,598	0	0
In St. Andrews and Quebec Railroad,	60,000	0	0			
For Railway Constructions—being the proceeds of Debentures on account of the European and North American Railroad, and under Act 19 Vic. cap. 16,	-	-	-	608,096	14	0
				<u>682,694</u>	14	0
Miscellaneous,—						
Crown Land Instalments,	-	-	-	£20,000	0	0
Bond from the St. John Bridge Company,	6,000	0	0			
Bond from Cunard and Wolhaupter,	1,000	0	0			
				<u>27,000</u>	0	0
Gross Total of Fiscal Assets,	-	-	-	-	-	<u>£737,657</u>
						<u>3</u>
						<u>10</u>

S. L. TILLEY, *Prov. Sec'y.*

MEMORANDUM *showing the Cash required for the Ordinary Service of the Province for the Year 1859, and the Resources.*

CASH REQUIRED.

To pay Warrants in the Treasury uncalled for at the close of the Fiscal Year 1858,	-	-	-	-	-	-	£6,688	15	4
“ Undrawn Appropriations of 1858 and previous years,	17,000	0	0						
“ Copy-Right Duties,	-	-	-	-	-	-	14	16	5
“ Estimated Expenditure,—									
For Ordinary Services already authorized by Law,	-	-	-	-	-	-	£72,547	0	0
For Ordinary Services to be voted by the Legislature,	59,690	0	0						
				<u>132,237</u>	0	0			
							<u>£155,940</u>	11	9

RESOURCES.

Cash in the Treasury,	-	-	-	-	-	-	£3,729	3	0
“ in the hands of Deputy Treasurers,	-	-	-	-	-	-	5,968	6	7
“ for Surplus Civil List and Casual and Territorial Revenue, in Central Bank, with Interest,	-	-	-	-	-	-	9,300	0	0
“ for Balances in other hands,	-	-	-	-	-	-	428	7	2
“ for available Credit in Bank of New Brunswick,	-	-	-	-	-	-	4,765	15	7
“ for Estimated Ordinary Revenue of the year,	-	-	-	-	-	-	132,830	0	0
							<u>£156,961</u>	12	4

Secretary's Office, February, 1859.

S. L. TILLEY, *Prov. Sec'y.*

Abstract of the Estimated Expenditure and the Expenditure by Warrants and Charges for the Service of the Fiscal Year ending 31st October 1858.

HEADS OF EXPENDITURE.	Estimated Expenditure.	Warrants and Charges in Fiscal Year 1858—			Warrants to be drawn after 1st Nov. 1858, for Service of 1858.	Total Expenditure for Fiscal Year 1858.
		Against Estimate.	Against previous Appropriations and Services.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Civil List,	14,500 0 0	10,875 0 0	0 0 0	3,625 0 0	14,500 0 0	
Legislative,	11,307 0 0	10,932 0 3	1,758 17 3	460 10 8	11,392 10 11	
Judicial,	2,860 0 0	2,796 5 6	110 0 0	0 0 0	2,796 5 6	
Revenue, Collection and Protection,	9,672 0 0	9,025 4 11	125 0 0	231 5 0	9,256 9 11	
Debt, Interest on (not Railway,)	8,000 0 0	7,716 12 0	0 0 0	0 0 0	7,716 12 0	
Post Office,	6,287 15 11	6,401 16 10	1,555 18 1	325 0 0	6,726 16 10	
Public Works,	35,500 0 0	33,429 4 2	3,516 18 9	1,400 0 0	34,829 4 2	
Education,	25,403 2 6	22,106 5 4	2,290 5 1	5,241 17 4	27,348 2 8	
Agriculture,	2,350 0 0	2,250 2 6	423 8 9	0 0 0	2,250 2 6	
Fisheries,	300 0 0	42 15 0	241 15 0	180 0 10	222 15 10	
Provincial Penitentiary,	1,800 0 0	1,800 0 0	0 0 0	0 0 0	1,800 0 0	
Provincial Lunatic Asylum,	4,000 0 0	4,000 0 0	1,000 0 0	0 0 0	4,000 0 0	
Health,	1,300 0 0	1,000 0 0	513 1 6	237 10 0	1,237 10 0	
Returned Duties,	3,000 0 0	2,760 3 4	0 0 0	0 0 0	2,760 3 4	
Pensions,	580 0 0	523 3 2	20 0 0	10 0 0	533 3 2	
Indians,	300 0 0	300 0 0	0 0 0	0 0 0	300 0 0	
Military,	50 0 0	45 0 0	0 0 0	0 0 0	45 0 0	
Steam Boat Inspectors,	250 0 0	187 10 0	0 0 0	62 10 0	250 0 0	
Immigration,	400 0 0	0 0 0	0 0 0	400 0 0	400 0 0	
Steam Ferries,	120 0 0	0 0 0	105 0 0	120 0 0	120 0 0	
Miscellaneous,	1,400 0 0	1,279 19 8	2,522 7 1	400 0 0	1,679 19 8	
	£129,379 18 5	117,471 2 8	14,182 11 6	12,693 13 10	£130,164 16 6	

Estimate voted by Legislature, 129,379 18 5

Difference, £784 18 1

Off—1-13th of Post Office Expenditure, 517 8 4

Excess of Expenditure over Estimate, £267 9 9

Warrants on Special Funds drawn against Estimate.

Light Houses,	£4,321 12 9
Sick and Disabled Seamen,	1,228 2 10
Immigrants,	143 3 1
Railways,	273,370 17 11
Indian Fund,	102 5 0
	<u>£279,166 1 7</u>

S. L. TILLEY, *Prov. Secretary.*

Secretary's Office, February, 1859.

ESTIMATE OF REVENUE AND EXPENDITURE.

Estimate of Ordinary Revenue for the Fiscal Year ending 31st October 1859.

Estimated amount of Ordinary Revenue to arise from—

Imports,	-	-	-	-	-	-	£110,000	0	0
Exports,	-	-	-	-	-	-	16,000	0	0
Casual and Territorial Revenue,	-	-	-	-	-	-	3,500	0	0
Surplus Civil List,	-	-	-	-	-	-	2,150	0	0
Proceeds of Seizures,	-	-	-	-	-	-	400	0	0
Supreme Court Fees,	-	-	-	-	-	-	500	0	0
Auction Duties,	-	-	-	-	-	-	100	0	0
Warehouse Privileges,	-	-	-	-	-	-	180	0	0
							<u>£132,830</u>	<u>0</u>	<u>0</u>

Estimate of Expenditure from the Ordinary Revenue.

Estimated amount of required Expenditure from Ordinary Revenue, viz:—

Authorized by existing Laws,	-	-	-	-	-	£72,547	0	0
To be voted by the Legislature,	-	-	-	-	-	59,690	0	0
						<u>£132,237</u>	<u>0</u>	<u>0</u>

Classification and Distribution of the foregoing estimated Expenditure.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
CIVIL LIST.		
Authorized by Law,	£14,500	0 0
LEGISLATIVE.		
<i>Authorized by Law.</i>		
Expenses of the President, Speaker, and Members of the Legislative Council and Assembly, including travelling expenses,	5,007	0 0
<i>To be voted.</i>		
LEGISLATIVE COUNCIL.		
Chaplain,	£20	0 0
Message Bearer from Council to Assembly,	40	0 0
Sergeant at Arms,	45	0 0
Door Keepers, 2,	60	0 0
Messengers, 3,	67	10 0
Clerk, including extra services,	300	0 0
For preparing Index,	40	0 0
Clerk Assistant, including extra services,	150	0 0
Engrossing Clerk,	50	0 0
Contingencies, includ'g Stationery & Coachhire,	450	0 0
Postages,	80	0 0
	<u>£1,302</u>	<u>10 0</u>
<i>Carried forward,</i>	£19,507	0 0

Classification and Distribution of the estimated Expenditure.—Continued.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward.</i>	£19,507 0 0	
LEGISLATIVE— <i>Cont'd and brought forward,</i>	£1,302 10 0	
HOUSE OF ASSEMBLY.		
Chaplain, - - - - -	20 0 0	
Sergeant at Arms, - - - - -	45 0 0	
Clerk, including extra services, - - - - -	360 0 0	
For preparing Index, - - - - -	100 0 0	
Clerk Assistant, including extra services, - - - - -	175 0 0	
Engrossing Clerks, 3, - - - - -	225 0 0	
Door Keeper, - - - - -	31 0 0	
Messengers, 5, - - - - -	112 10 0	
Contingencies, includ'g Stationery & Coach hire, - - - - -	700 0 0	
Postages, - - - - -	260 0 0	
Printing Laws and Journals, - - - - -	1,700 0 0	
Reporting Legislative Debates, - - - - -	250 0 0	
Library, - - - - -	180 0 0	
Librarian, - - - - -	125 0 0	
Election Expenses, - - - - -	200 0 0	
	<hr/>	£5,665 0 0
JUDICIAL.		
<i>Authorized by Law.</i>		
Salary of Judge Neville Parker, - - - - -	£800 0 0	
Clerk of Pleas and Clerk, - - - - -	400 0 0	
Clerk of Crown on Circuits, - - - - -	250 0 0	
Jurors' Fees, - - - - -	1,500 0 0	
Reporting Decisions, Supreme Court, - - - - -	50 0 0	
	<hr/>	3,000 0 0
<i>To be voted.</i>		
Salary of Clerk Crown, Supreme Court, - - - - -	£100 0 0	
Usher Supreme Court, - - - - -	10 0 0	
	<hr/>	110 0 0
REVENUE Collection and Protection.		
<i>Authorized by Law.</i>		
Salary of Province Treasurer, - - - - -	£500 0 0	
Commission of Deputy Treasurers, - - - - -	2,500 0 0	
	<hr/>	3,000 0 0
<i>To be voted.</i>		
For Saint John Establishment—		
Warehouse Keeper, - - - - -	£240 0 0	
Clerks, 5, - - - - -	1,015 0 0	
Appraisers, 3, - - - - -	75 0 0	
Waiters and Searchers, 2, - - - - -	360 0 0	
Tide Surveyor, - - - - -	180 0 0	
Warehouse Lockers, 5, - - - - -	600 0 0	
Tide Waiters, 7, - - - - -	638 15 0	
Messenger, - - - - -	75 0 0	
Preventive Officer, Musquash, - - - - -	100 0 0	
Rent of Treasury & Custom House Offices, - - - - -	300 0 0	
Rent of Wharf, - - - - -	25 0 0	
Contingencies, Stationery, and Postage, - - - - -	300 0 0	
Controller of Customs' Salary, - - - - -	275 0 0	
Clerk's do. - - - - -	150 0 0	
For Out-Ports—		
<i>Albert County.</i>		
Harvey, Dy. Treasurer and Controller, - - - - -	25 0 0	
Hillsborough, Dy. Treasurer and Controller, - - - - -	50 0 0	
<i>Carried forward,</i>	£4,408 15 0	£25,507 0 0 : £5,775 0 0

Classification and Distribution of the estimated Expenditure.—Continued.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	£25,507 0 0	£5,775 0 0
REVENUE— <i>Cont'd and brought forward,</i>	£4,408 15 0	
<i>Carleton County.</i>		
Woodstock, Deputy Treasurer, - -	100 0 0	
2 Preventive Officers, £25 each,	50 0 0	
<i>Charlotte County.</i>		
St. Andrews, Waiter, Searcher, and Register, - - -	150 0 0	
2 Tide Waiters & Boatmen,	182 10 0	
St. George, Tide Waiter, - - -	60 0 0	
St. Stephen, Waiter and Searcher, - -	150 0 0	
West Isles, Deputy Treasurer, - - -	120 0 0	
<i>Gloucester County.</i>		
Bathurst, Waiter and Searcher, -	100 0 0	
Caraquet, Dy. Treasurer and Controller, Tide Waiter, - - -	60 0 0 35 0 0	
N. Bandon, Preventive Officer, - - -	25 0 0	
Shippegan, Dy. Treasurer and Controller, 2 Tide Waiters, - - -	60 0 0 65 0 0	
<i>Kent County.</i>		
Buctouche, Dy. Treasurer and Controller, Tide Waiter, - - -	40 0 0 20 0 0	
Richibucto, Waiter and Searcher, - - Tide Waiter, - - -	50 0 0 60 0 0	
<i>Northumberland County.</i>		
Miramichi, Landing Surveyor, - - -	150 0 0	
Newcastle, Waiter and Searcher, - -	75 0 0	
Chatham, Waiter and Searcher, - - 3 Boatmen, - - -	75 0 0 180 0 0	
<i>Restigouche County.</i>		
Campbellton, Waiter and Searcher, -	65 0 0	
Dalhousie, Waiter and Searcher, -	65 0 0	
<i>Victoria County.</i>		
Edmundston, Deputy Treasurer, - - -	40 0 0	
Grand Falls, Deputy Treasurer, - - -	40 0 0	
Tobique, Deputy Treasurer, - - -	40 0 0	
<i>Westmorland County.</i>		
Bay Verte, Dy. Treasurer and Controller,	25 0 0	
Dorchester, Dy. Treasurer and Controller, Tide Waiter, - - -	40 0 0 25 0 0	
Moncton, Dy. Treasurer and Controller,	25 0 0	
N. Joggins, Dy. Treasurer and Controller,	25 0 0	
Sackville, Deputy Treasurer, - - - Tide Waiter, - - -	25 0 0 25 0 0	
Shediac, Dy. Treasurer and Controller,	80 0 0	
<i>York County.</i>		
Fredericton, Preventive Officer, - - -	60 0 0	
Howard Settlement, Preventive Officer,	56 5 0	
Harvey Settlement, Preventive Officer,	25 0 0	
Additional Revenue Officers, if necessary,	350 0 0	
	.. ..	7,227 10 0
<i>Carried forward,</i>	£25,507 0 0	£13,002 10 0

Classification and Distribution of the estimated Expenditure.—Continued.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	£25,507 0 0	£13,002 10 0
DEBT.		
<i>Authorized by Law.</i>		
Interest for Savings Bank Deposits, Debentures (not being for Railway purposes,) and Credits, - - -	8,500 0 0	
POST OFFICE.		
<i>Authorized by Law.</i>		
To meet deficiency of Revenue, - - -	6,000 0 0	
PUBLIC WORKS.		
<i>Authorized by Law.</i>		
Chief Commissioner and Department, - - -	1,100 0 0	
<i>To be voted.</i>		
Great Roads and Bridges, - - -	-£16,500 0 0	
Internal Navigation—		
Dredge, - - -	£1,100 0 0	
Fredericton to Grand Falls, - - -	300 0 0	
To improve Boat Navigation of Miramichi and Renous Rivers, 200 0 0	1,600 0 0	
Public Buildings, - - -	750 0 0	
Bye Roads, - - -	14,000 0 0	
Steam Communication, - - -	2,500 0 0	
	.. ..	35,350 0 0
EDUCATION.		
Amount authorized by Law, - - -	24,000 0 0	
<i>To be voted.</i>		
Madras School, - - -	£400 0 0	
Wesleyan Academy, - - -	600 0 0	
Baptist Seminary, - - -	250 0 0	
Roman Catholic School, Fredericton, - - -	150 0 0	
Mill Town Academy, - - -	200 0 0	
Roman Catholic School, Saint John, - - -	150 0 0	
Varley School, - - -	100 0 0	
Roman Catholic School, Memramcook, - - -	150 0 0	
Commercial School, Saint John, - - -	50 0 0	
Infant School, Fredericton, - - -	50 0 0	
Roman Catholic School, Saint Stephen, - - -	100 0 0	
Roman Catholic School, Saint Andrews, Male and Female, - - -	75 0 0	
Poor School, Fredericton, - - -	50 0 0	
Roman Catholic School, Carleton, - - -	60 0 0	
Do. Chatham, - - -	50 0 0	
Two Free Schools, Saint John, in charge of Rev. George Armstrong, - - -	50 0 0	
One Free School in charge of Rev. William Armstrong, - - -	17 10 0	
Roman Catholic School, Woodstock, - - -	37 19 0	
Do. Portland, - - -	30 0 0	
Do. Bathurst, - - -	22 10 0	
Grammar School Newcastle, - - -	50 0 0	
African School, Saint John, - - -	75 0 0	
Free School, Loch Lomond, - - -	50 0 0	
School, Heron Island, - - -	20 0 0	
<i>Carried forward,</i>	£2,787 10 0	£85,107 0 0
		48,352 10 0

Classification and Distribution of the estimated Expenditure.—Continued.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
	£65,107 0 0	£48,352 10 0
<i>Brought forward,</i>		
EDUCATION—Cont'd and brought forward,	£2,787 10 0	
Rachel Martin, - - - -	20 0 0	
C. and H. Vieth, - - - -	20 0 0	
E. Phillips, - - - -	20 0 0	
Jane F. James, - - - -	20 0 0	
Ann Barclay, - - - -	17 10 0	
J. W. Darrah, - - - -	27 10 0	
Eliza A. Lawrence, - - - -	17 10 0	
John L. M'Innis, - - - -	27 10 0	
Madawaska Academy, - - - -	60 0 0	
J. S. P. Gibbs, - - - -	10 0 0	
	-- --	3,027 10 0
AGRICULTURAL.		
<i>Authorized by Law.</i>		
Societies, - - - -	£2,000 0 0	
Bear Bounties, - - - -	700 0 0	
	2,700 0 0	
<i>To be voted.</i>		
Oat Mills, - - - -	-- --	150 0 0
FISHERIES.		
<i>Authorized by Law.</i>		
Societies, - - - -	200 0 0	
<i>To be voted.</i>		
Two Wardens in Charlotte, £25 each,	£50 0 0	
Do. Restigouche, £15 "	30 0 0	
	-- --	80 0 0
PROVINCIAL PENITENTIARY.		
<i>Authorized by Law.</i>		
Maintenance, - - - -	300 0 0	
<i>To be voted.</i>		
Maintenance, - - - -	-- --	1,500 0 0
LUNATIC ASYLUM.		
<i>To be voted.</i>		
Maintenance, - - - -	-- --	4,000 0 0
PUBLIC HEALTH.		
<i>Authorized by Law.</i>		
Board at Saint John, - - - -	500 0 0	
<i>To be voted.</i>		
Tracadie Lazaretto, - - - -	-- --	600 0 0
RETURN DUTIES.		
<i>Authorized by Law.</i>		
On exportations, Rev. Stat. Cap. 28, and 19 V. c. 35.	3,000 0 0	
PENSIONS.		
Authorized by Law, - - - -	320 0 0	
To be voted, - - - -	-- --	180 0 0
INDIANS.		
<i>To be voted.</i>		
Relief of Indians, - - - -	£250 0 0	
Missionary to the Milicete Tribe, - - - -	50 0 0	
	-- --	300 0 0
<i>Carried forward,</i>	£72,127 0 0	£58,190 0 0

Classification and Distribution of the estimated Expenditure.—Continued.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	£72,127 0 0	£58,190 0 0
MILITARY.		
<i>Authorized by Law.</i>		
Apprehension of Deserters, - - - - -	50 0 0	
STEAM BOAT INSPECTORS.		
<i>Authorized by Law.</i>		
At Saint John and Miramichi, - - - - -	250 0 0	
IMMIGRATION.		
<i>To be voted.</i>		
For promotion of, - - - - -	-- --	500 0 0
STEAM FERRIES.		
<i>Authorized by Law.</i>		
At Gondola Point, - - - - -	£60 0 0	
Chatham, - - - - -	60 0 0	
	<hr/>	
	120 0 0	
MISCELLANEOUS.		
<i>To be voted.</i>		
Unforeseen expenses, - - - - -	-- --	1,000 0 0
	<hr/>	
	£72,547 0 0	£59,690 0 0

Estimate of other sources of Revenue and Expenditure.

It is estimated that the Revenue to arise from the Light House, Sick and Disabled Seamen, and Immigrant Imposts, and the Railway Impost and Fund, will be more than sufficient to defray all the charges and expenses connected with these services.

Secretary's Office, February, 1859.

S. L. TILLEY, *Prov. Sec'y.*

On motion of the Honorable Mr. Tilley,
Ordered, That two hundred copies of the foregoing Statements and Estimates be printed for the use of the Legislature.

The Honorable Mr. Tilley moved for leave to bring in—A Bill imposing Duties for raising a Revenue.

Leave granted.

The said Bill being brought in was read a first time.

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency, delivered the following Message:—

“New Brunswick.

“Message to the House of Assembly, 28th February, 1859.

“J. H. T. MANNERS-SUTTON.

“His Excellency the Lieutenant Governor lays before the House of Assembly, copies of Reports and other Documents relative to the Railway Works now in course of construction in the Province.”

J. H. T. M-S.

(See these Documents in Appendix.)

The Honorable Mr. Tilley, also by command of His Excellency, laid before the House—

Abstract of Revenue, shewing amount of Duties collected at each Port, for the Fiscal Year ending 31st October 1858: also

Comparative Statement of Revenue of 1858 with that of 1857; and which are as follow:—

Abstract of the Revenue of the Province of New Brunswick for the Fiscal Year ending 31st October 1858.

	Railway Impost.	Import Duties.	Export Duties.	Casual and Territorial Revenue.	Sup. Court Fees.	Auction Duty.	Emigrant Duty.	Lig't House Duty.	S. & D. Seamen's Duty.	TOTALS.
Saint John,	£15,282 7 4	68,268 17 9	9,376 17 11	..	500 0 0	6 17 9	48 5 0	3,028 16 0	960 3 7	97,372 5 4
Campbellton,	69 5 11	264 12 7	4 5 9	..	..	..	..	1 2 6	..	339 6 9
Dalhousie,	285 14 1	1,317 18 3	277 2 8	..	..	..	..	96 17 9	32 0 10	2,009 13 7
Bathurst,	343 2 11	1,255 14 8	402 19 3	..	..	..	..	93 15 9	28 1 9	2,123 14 4
Caraquet,	..	..	..	..	..	..	..	..	..	..
Shippegan,	108 16 11	345 1 3	29 12 0	..	..	..	..	15 8 3	4 10 6	494 8 11
Newcastle,	810 10 8	3,473 9 5	1,354 3 5	..	..	..	..	370 1 11	126 19 6	6,135 4 9
Chatham,	884 7 11	4,317 9 9	673 1 10	..	..	..	0 10 0	224 8 7	72 3 9	6,172 1 10
Richibucto,	412 8 5	1,719 13 3	567 7 3	..	..	..	..	131 5 4	78 3 8	2,908 17 11
Buetouche,	174 8 6	675 11 8	213 9 1	..	..	..	..	70 17 8	45 10 2	1,179 17 1
Shediac,	145 18 10	637 18 11	483 2 1	..	..	..	..	156 16 4	48 19 2	1,512 15 5
Sackville,	111 9 0	567 11 0	..	..	..	..	..	19 10 0	1 4 5	690 17 5
North Joggins,	2 7 8	7 15 0	..	..	..	..	..	4 19 0	0 19 8	16 1 4
Dorchester,	18 3 7	100 2 2	13 2 0	..	..	..	..	11 18 6	2 2 7	145 8 10
Moncton,	205 13 10	1,094 12 10	12 11 0	..	..	..	..	16 10 2	3 7 7	1,332 15 5
Hillsborough,	26 19 9	115 5 8	..	..	..	..	..	50 14 6	16 2 3	269 2 2
Harvey,	6 4 6	31 16 5	19 16 0	..	..	..	..	22 14 9	4 10 3	85 1 11
Fredericton,	579 17 3	4,377 16 11	..	..	..	..	..	..	..	4,957 14 2
Woodstock,	74 8 5	340 18 5	..	..	..	2 2 0	..	..	..	637 8 10
Andover,	15 4 0	85 19 4	..	..	..	..	..	..	..	101 3 4
Grand Falls,	..	..	..	..	..	..	..	..	..	..
Edmundston,	0 19 0	5 14 0	..	..	..	..	..	..	..	6 13 0
Saint Andrews,	967 5 10	2,796 14 3	135 8 4	..	..	1 7 7	..	87 15 9	28 11 1	3,917 6 10
Saint Stephen,	311 1 2	1,198 15 9	497 19 7	..	..	16 9 9	..	173 19 3	56 4 8	2,254 1 2
Saint George,	35 8 8	419 18 7	371 7 6	..	..	..	..	239 13 5	79 16 4	1,246 5 6
Campo Bello,	18 13 8	45 17 0	..	..	..	..	..	56 10 10	14 9 7	125 11 1
Total	£10,791 1 10	93,845 7 10	14,503 5 6	..	500 0 0	26 8 1	48 15	04,864 17	31,604 1 5	136,183 16 11

No Returns yet received from
Caraquet or Grand Falls.

Treasury, St. John, 1st November 1858.

B. ROBINSON, P. T.

B. ROBINSON, P. T.

24th Dec. 1858.

Import Duties,	£93,845 7 10
Imports Richibucto for month of May 1858, not included,	111 2 2
Total,	£93,956 10 0

J. R. P., A. G.

COMPARATIVE STATEMENT.

	1857.	1858.	Increase.	Decrease.
Railway Impost,	£25,965 7 0	£20,791 1 10	..	£5,174 5 2
Import Duty,	109,125 14 1	93,845 7 10	..	15,280 6 3
Export Duty,	19,265 4 10	14,503 5 6	..	4,761 19 4
Casual and Territorial Revenue,	4,500 0 0	..	..	4,500 0 0
Supreme Court Fees,	717 4 0	500 0 0	..	217 4 0
Auction Duties,	152 8 3	26 8 1	..	126 0 2
Emigrant Duties,	72 0 0	48 15 0	..	23 5 0
Light House Duties,	5,218 9 11	4,864 17 3	..	353 12 8
Sick and Disabled Seamen's Duties,	2,047 10 9	1,604 1 5	..	443 9 4
Total	£167,063 18 10	£136,183 16 11	..	£30,880 1 11

Treasury, Saint John, 1st November, 1858.

B. ROBINSON, P. T.

The Surplus of the Casual and Territorial Revenue was not transferred to the Treasury previous to the close of the Fiscal Year, consequently does not appear in the above Statement.

S. L. TILLEY, Prov. Sec'y.

The Honorable Mr. Tilley, also by command of His Excellency, laid before the House—

List of Warrants drawn on the Treasury from 1st November 1858, to 21st February 1859.

(See Appendix.)

On motion of the Honorable Mr. Tilley,

The House again went into Committee of the whole on—A Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a "Medical Council of Health" in the Province of New Brunswick.

Mr. Chandler in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again under their consideration, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Gray,

Resolved, That the Reports and Documents relative to the European and North American Railway Works, laid before the House this day by Message from His Excellency the Lieutenant Governor, be referred to a Select Committee to examine and report thereon; and

Ordered, That Mr. Gray, Mr. M'Adam, Mr. Botsford, Mr. Mitchell, Mr. Vail, Mr. M'Millan, Mr. Lawrence, Mr. Tapley, and Mr. Tibbits, do compose the said Committee.

The House adjourned until to-morrow morning at 10 o'clock.

Tuesday, 1st March, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill further to amend the Act relating to Highways, so far as relates to the Parish of Portland, in the County of Saint John:

A Bill to encourage the Fisheries of this Province:

A Bill for the protection of the Fisheries, so far as relates to the County of Kent: and

A Bill imposing Duties for raising a Revenue.

On motion of Mr. End,

Ordered, That the Bill before the House "to enable parties having claims against the Province of New Brunswick, to have the same adjudicated upon by the Courts of Law," be forthwith printed, and one hundred and fifty copies thereof furnished for the use of the Legislature.

On motion of Mr. DesBrisay,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to direct to be laid before the House, copies of all Contracts and arrangements made by the Government of this Province for the running of any Steamer or Steamers, and the conveyance of the Mails, during the Summer Seasons of the years 1857 and 1858, from Shediac to Prince Edward Island; and also for all information or correspondence relative to any arrangement for the running of any Steamer from Shediac to Quebec, touching at the intermediate Ports in the Gulf of Saint Lawrence.

Ordered, That Mr. DesBrisay, Mr. Williston, and Mr. Steadman, be a Committee to wait upon His Excellency with the Address.

Mr. End, by leave, presented a Petition from Theophilus DesBrisay, James Nicholson, and sixty two others, Rate-payers of the Parish of Bathurst, in the County of Gloucester, praying that the Bill now before the House to repeal certain Sections of Chapter

Chapter 52, Title viii, of the Revised Statutes, relative to the election of Parish Officers, so far as the same relate to the County of Gloucester, and to make other provisions in lieu thereof, may not pass into a Law, and suggesting certain amendments in that Act; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. M'Millan, from the Committee appointed to take into consideration all matters affecting the Lumbering Interests of the Province, submitted a Report; and he having read the same, it was handed in at the Clerk's Table, where it was again read, and is as follows:—

“ The Committee on Lumbering Interests beg to make this, their first Report, for the information of the House:—

“ They have had under their consideration “ A Bill to afford greater facilities to cut and carry away Lumber from off Crown Lands,” and having fully considered the provisions and principles thereof, and having had the opinion of the Surveyor General thereon, have made some alterations in the details of the Bill, and beg now to report that they have annexed a copy of such Bill, as amended and approved by the Committee, believing it to be such a measure as the country desires, and trust it will meet the approval of the House.

“ JOHN M'MILLAN, *Chairman*.
CHARLES PERLEY,
JAMES TIBBITS,
RICHARD WRIGHT, (admits the
principles of the Bill.)
P. MITCHELL.

Committee Room, 1st March 1859.”

Ordered, That the Report be accepted, and the powers of the Committee continued, to enable them to make further report upon the matters referred for their consideration.

Mr. Tapley, by leave, presented a Petition from Thomas H. Smith, Esquire, and ninety one others, inhabitants of the Parish of Lincoln, in the County of Sunbury, praying for an amendment in the second Section of the Act for the election of County Councillors, as will provide that the Elections be holden near the centre of the respective Parishes; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Tapley moved for leave to bring in—A Bill to alter and amend Section 2, Chapter 43, Title vi, of the Revised Statutes, “ Of the election of Councillors.”

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. M'Intosh,

Ordered, That Mr. Allen be added to the Committee appointed yesterday, and to whom was referred the Report and various Accounts and Documents then laid before the House, relative to the European and North American Railway.

To which Mr. Mitchell moved as an amendment—

Resolved, That a Committee of nine persons is quite as large as a due regard to its efficiency will warrant.

Upon the question for the amendment, the House divided as follows:—

YEAS.

Hon. Mr. Fisher,	Mr. M'Leod,
Hon. Mr. Tilley,	Tapley,
Hon. Mr. Brown,	M'Millan,
Hon. Mr. Smith,	M'Clelan,
Hon. Mr. Connell,	Read,
Hon. Mr. Watters,	Kerr,
Mr. Montgomery,	Mitchell,
Wright,	M'Adam.

NAYS.

Mr. Gray,	Mr. M'Intosh,
End,	Wilmot,
Lewis,	Vail,
Lawrence,	Scovil,
Botsford,	Tibbits,
M'Phelim,	Gilbert,
W. E. Perley,	Gillmor,
DesBrisay,	Ferris.

The division being equal, the question by consent remained undetermined.

The

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Report from the Auditor General on the Accounts of Robert Jardine, Esquire, Chief Commissioner, &c., for Railway Expenditure, from 1st November 1837, to 31st October 1858; also shewing the Receipts and Expenditures since the 1st May 1856.

(See Appendix.)

On motion of the Honorable Mr. Tilley,

Ordered, That the House do on Thursday next the 3rd day of March instant, resolve itself into a Committee of the whole on—A Bill imposing Duties for raising a Revenue.

On motion of Mr. Mitchell,

The House again went into Committee of the whole on—A Bill to repeal an Act intituled "An Act to provide for the better support of the Poor in certain Parishes in the County of Northumberland," and to make other provisions in lieu thereof.

Mr. Gillmor in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again before them, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Mr. Hanington, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the 26th day of February last, for statements to be laid before the House relative to the expense of the Public Printing, reported—That they had attended thereto, and His Excellency was pleased to say, that he would comply with the wishes of the House.

Mr. Lewis, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of the 23rd day of February last, for certain information in connection with the Mining Interests of the Province, reported—That they had attended thereto, and His Excellency was pleased to say, that he would give directions that the information desired by the House of Assembly should be laid before them.

On motion of Mr. Tibbits,

The House again went into Committee of the whole on—A Bill to prevent the destruction of Moose in this Province.

Mr. Gillmor in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them again under their consideration, had made amendments thereto, and then agreed to the same under the Title of—

A Bill to alter and amend Chapter 62, Title viii, of the Revised Statutes, "Of the protection of Sheep and Moose."

Ordered, That the Report be accepted, and the Bill engrossed, as amended, under the amended Title.

On motion of Mr. Gray,

The House went into Committee of the whole on—A Bill further to alter and amend an Act intituled "An Act to incorporate the Saint John Gas Light Company."

The Honorable Mr. Smith in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

Mr. Steadman, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of the 26th day of February last, for copies of Despatches forwarded to or received from the Colonial Secretary, and any Minute of Council relative to an Act passed at the last Session to suspend the

Grant to King's College, reported—That they had attended thereto, and His Excellency was pleased to say, that he would reply thereto by Message.

On motion of Mr. M'Intosh,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause to be laid before this House, copies of all Tenders, Contracts, and Agreements, made and entered into by the Chief Commissioner of Public Works with any person or persons for the construction of the Grand Falls Bridge, or for the repairs of the same; together with information whether the same was put up to public competition, or let by private contract; also a copy of all Reports to the Chief Commissioner or Executive Government from Civil Engineers or others, relative to the construction, the falling, or repairs or reconstruction of the said Bridge, with the sums paid, and the estimated cost of reconstruction, together with all plans that have been prepared for the said Bridge; also any Inquisitions of Coroners or Justices that may have been held on the bodies of persons whose death may have been caused by injuries received at the time of the falling of the said Bridge.

Ordered, That Mr. M'Intosh, Mr. Lewis, and Mr. W. E. Perley, be a Committee to wait upon His Excellency with the Address.

On motion of Mr. M'Adam,

The House again went into Committee of the whole on—A Bill for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and also for the incorporating the several Congregations connected therewith.

Mr. Mitchell in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again before them, and the 1st Section thereof under their consideration—

The question was taken thereon, when the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Tilley,	Mr. Lawrence,	Mr. Read,	Mr. Montgomery,
Hon. Mr. Fisher,	M'Adam,	Kerr,	M'Intosh,
Hon. Mr. Smith,	W. E. Perley,	Williston,	Wright.
Hon. Mr. Watters,	Tapley,	End,	
Hon. Mr. Connell,	Tibbits,		
Hon. Mr. Brown,	Vail,		
Mr. Gray,	M'Leod,		
Lewis,	Gillmor,		
M'Clelan,	C. Perley,		
M'Millan,	Ferris.		
Steadman,			

And it was thereupon carried in the affirmative, and the Section adopted.

That the Committee proceeded to the fifth Section, and made an amendment thereto, and then having gone through the remaining Sections of the Bill, had agreed to the same.

The question being then taken upon the Title of the Bill, the Committee again divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Fisher,	Mr. Tapley,	Hon. Mr. Speaker,	Mr. Ead,
Hon. Mr. Brown,	Hanington,	Mr. Kerr,	M'Phelim,
Hon. Mr. Connell,	Tibbits,	Read,	Montgomery,
Hon. Mr. Watters,	C. Perley,	Williston,	Wright.
Hon. Mr. Smith,	Gillmor,		
Mr. M'Millan,	M'Leod,		
Lawrence,	M'Clelan,		
W. E. Perley,	Vail.		
M'Adam,			

And it was thereupon carried in the affirmative.

Ordered, That the Report be accepted, and the Bill engrossed as amended.

On motion of Mr. Kerr,

The House went into Committee of the whole on—A Bill to incorporate the Synod of the Presbyterian Church of New Brunswick, in connection with the Established Church of Scotland.

Mr. Steadman in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

The House adjourned until to-morrow morning at 10 o'clock.

Wednesday, 2nd March, 1859.

Prayers.

Read a second time—

A Bill to alter and amend Section 2, Chapter 43, Title vi, of the Revised Statutes, "Of the Election of Councillors."

Read a third time as engrossed,

A Bill further to alter and amend an Act intituled "An Act to incorporate the Saint John Gas Light Company."

Resolved, That the Bill do pass.

Ordered, That Mr. Gray take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to alter and amend Chapter 62, Title viii, of the Revised Statutes, "Of the protection of Sheep and Moose."

Resolved, That the Bill do pass.

Ordered, That Mr. Tibbits take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and also for the incorporating the several Congregations connected therewith.

Resolved, That the Bill do pass.

Ordered, That Mr. M'Adam take the said Bill to the Council, and desire their concurrence thereto.

The Honorable Mr. Tilley moved for leave to bring in—A Bill to incorporate the Victoria Bridge Company.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Mitchell,

The House again went into Committee of the whole on—A Bill to repeal an Act intituled "An Act to provide for the better support of the Poor in certain Parishes in the County of Northumberland," and make other provisions in lieu thereof.

Mr. Gillmor in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them again under their consideration, had agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Ferris,

The House went into Committee of the whole on—A Bill to regulate certain Taxes of Non-Residents on Island Property lying in the River Saint John.

The Honorable Mr. Watters in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made an amendment thereto, and then agreed to the same.

Ordered, That the Report be accepted, and the Bill engrossed as amended.

Mr. Lawrence moved for leave to bring in—A Bill in amendment to an Act relating to Jurors.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Kerr,

The House went into Committee of the whole on—A Bill relating to the settlement and support of the Poor in this Province.

Mr. Steadman in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; and

On motion of Mr. Gillmor,

Ordered, That the said Bill be forthwith printed, and one hundred copies thereof furnished for the use of the Legislature.

Mr. DesBrisay, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of yesterday, for copies of Contracts or arrangements made for the running of Steamers and conveyance of the Mails in the years 1857 and 1858, from Shediac to Prince Edward Island; as also for a Steamer from Shediac to Quebec, reported—That they had attended thereto, and His Excellency was pleased to say, that he would comply with the wishes of the House.

Mr. M'Intosh, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of yesterday, for copies of certain Documents, and information relative to the construction of the Bridge at the Grand Falls, and the falling thereof, reported—That they had attended thereto, and His Excellency was pleased to say, that the information desired by the House of Assembly should be laid before them.

On motion of Mr. M'Adam,

The House went into Committee of the whole on—A Bill to extend the bounds of the County of Charlotte.

Mr. Williston in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, the following was moved:—

Resolved, That the further consideration of the Bill be postponed for three months.

Upon the question, the Committee divided as follows:—

YEAS.

Hon. Mr. Speaker,	Mr. W. E. Perley,
Hon. Mr. Tilley,	Tapley,
Hon. Mr. Fisher,	Montgomery,
Hon. Mr. Connell,	DesBrisay,
Hon. Mr. Smith,	Scovil,
Mr. Kerr,	Vail,
Gray,	M'Intosh,
Read,	Wilmot,
End,	Hanington,
Lawrence,	Wright,
Botsford,	Gilbert.
Allen,	

NAYS.

Hon. Mr. Brown,	Mr. M'Adam,
Hon. Mr. Watters,	C. Perley,
Mr. Lewis,	Tibbits,
M'Clelan,	Gillmor,
Steadman,	Ferris.
Mitchell,	Chandler.

And it was thereupon carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed.

On

On motion of Mr. Lawrence,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause to be laid before the House at an early day, a detailed Account of all the expenditure and the expense incurred and disbursed in and about the Office of the Chief Commissioner of Board of Works; together with the names of all Contractors for work done under the superintendence of the aforementioned Board, as well as the names of all parties who tendered for the construction of the same.

Ordered, That Mr. Lawrence, Mr. Scovil, and Mr. Gilbert, be a Committee to wait upon His Excellency with the Address.

On motion of Mr. DesBrisay,

Resolved, That a Committee be appointed to take into consideration all matters relating to Light Houses in this Province.

Ordered, That Mr. DesBrisay, Mr. Kerr, Mr. Wilmot, Mr. M'Millan, and Mr. M'Adam, be the Committee for that purpose.

On motion of the Honorable Mr. Tilley,

The House again went into Committee of the whole on—A Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a "Medical Council of Health" in the Province of New Brunswick.

Mr. M'Clelan in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

The House adjourned until to-morrow morning at 10 o'clock.

Thursday, 3rd March, 1859.

Prayers.

Read a second time—

A Bill to incorporate the Victoria Suspension Bridge Company: and

A Bill in amendment to an Act relating to Jurors.

Read a third time as engrossed,

A Bill to repeal an Act intituled "An Act to provide for the better support of the Poor in certain Parishes in the County of Northumberland," and to make other provisions in lieu thereof.

Resolved, That the Bill do pass.

Ordered, That Mr. Mitchell take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to regulate certain Taxes of Non-Residents on Island Property lying in the River Saint John.

Resolved, That the Bill do pass.

Ordered, That Mr. Ferris take the said Bill to the Council, and desire their concurrence thereto.

Mr. DesBrisay, by leave, presented a Petition from John P. Ford, Isaac Sowerby, William Doherty, Edward Walker, Junior, H. T. Smith, Terence Curren, and one hundred and nine others, Mill-Owners, Lumberers, Fishermen, and other inhabitants, residing at Richibucto and its vicinity, praying that a Bill now before the House for the protection of the Fisheries, may not pass into a Law; which he read.

Ordered, That the said Petition be received and referred to the Committee on the subject of the Fisheries to report thereon.

Mr. Gray, by leave, presented a Petition from William O. Smith, William Olive, and one hundred others; of the City of Saint John, praying that an Act may pass for the protection of the Spawning Grounds in the Lakes and Streams of the River Saint John; which he read.

Ordered, That this Petition be received and referred to the same Committee to report thereon.

Mr. Gray moved for leave to bring in—A Bill to afford further protection to the Fisheries.

Leave granted.

The said Bill being brought in was read a first time; and

On motion of Mr. Gray,

Ordered, That the same be referred to the Committee on Fisheries to report thereon.

On motion of Mr. Wright,

Resolved, That the Resolution passed on the 23rd day of February last, restricting the going into Committee of the whole House on any Bill before the hour of twelve o'clock at noon of each day, until the several Committees on public matters have reported upon matters referred to them, be rescinded.

And upon the question for adopting this Resolution it was decided in the negative.

Mr. DesBrisay, by leave, presented a Petition from John P. Ford, William Doherty, Isaac Sowerby, Edward Walker, H. T. Smith, Terence Curren, and Albert S. Smith, Owners of Mills situate on the tributary Streams of the River Richibucto, in the Parish of Weldford, praying for an extension of the term of their Leases to Mill Reserves; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. McClellan, by leave, presented a Petition from P. Robinson Moore, of the City of New York, in the United States of America, praying that a Bill now before the House to incorporate the Dorchester Olive Freestone Company, may not pass into a Law, for the reasons set forth; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Lewis, by leave, presented a Petition from George Steves, of the Parish of Hillsborough, in the County of Albert, of a like prayer, that a Bill before the House for incorporating the Dorchester Olive Freestone Company, may not pass into a Law, for the reasons stated in the Petition; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Lawrence, by leave, presented a Petition from the Mayor, Aldermen, and Commonalty of the City of Saint John, praying for the passing of an Act relating to the assessing, levying, and collecting of Rates in the said City; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Lawrence moved for leave to bring in—A Bill relating to the levying, assessing, and collecting of Rates in the City of Saint John.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Lawrence, by leave, presented a Petition from the Mayor, Aldermen, and Commonalty of the City of Saint John, praying that an Act may pass authorizing the extension of King Street, in Carleton, on the western side of the Harbour of the said City; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Lawrence moved for leave to bring in—A Bill to authorize the extension of King Street, in that part of the City of Saint John called Carleton.

Leave granted.

The said Bill being brought in was read a first time.

The Honorable Mr. Smith, from the Committee appointed on the 24th day of February last, to take into consideration a Petition from Joseph Chapman and others, for an

an alteration in the existing Highway Act, as respects a Tax on Property of Non-Residents, submitted their Report; and he having read the same, it was handed in at the Clerk's Table, where it was again read, and is as follows:—

“The Committee to whom was referred the Petition of Joseph Chapman, Charles Dixon, and Silas D. Copp, Esquires, and others, inhabitants of the County of Westmorland, praying that so much of the Law relating to Highways as authorizes the assessment of the Estate of Non-Residents, may be repealed, beg to report—

“That they have duly considered the subject, and would recommend the passing of a Law in accordance with the prayer of the Petition.

A. J. SMITH,
GEORGE KERR.

Committee Room, 2nd March, 1859.”

Ordered, That the Report be accepted.

The Honorable Mr. Smith then introduced a Bill, prepared by the Committee, under the Title of—“A Bill in amendment of the Law relating to Highways,”—which was read a first time.

On motion of the Honorable Mr. Tilley,

That the House proceed to the Order of the Day of the 1st day of March instant, to go into Committee of the whole on—A Bill imposing Duties for raising a Revenue.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Vail in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; when

On motion of Mr. Wilmot,

Resolved, That the Bill imposing Duties for raising a Revenue be forthwith printed; and two hundred and fifty copies thereof furnished for the use of the Legislature.

Upon the question for adopting the Resolution, the House divided as follows:—

YEAS.

Hon. Mr. Tilley,	Mr. DesBrisay,
Hon. Mr. Brown,	Wilmot,
Mr. End,	Hanington,
Gray,	Seavil,
Kerr,	Vail,
Rend,	M'Intosh,
Williston,	Gillmor,
M'Clelan,	Gilbert,
Steadman,	Chandler,
Lawrence,	Cudlip,
Botsford,	Tibbits,
Allen,	C. Perley.
M'Phelim,	

NAYS.

Hon. Mr. Fisher,	Mr. W. E. Perley,
Hon. Mr. Smith,	Tapley,
Hon. Mr. Watters,	Ferris,
Mr. Lewis,	M'Adam,
M'Millan,	Montgomery,
Mitchell,	Wright.

And it was thereupon carried in the affirmative.

Mr. Wright moved for leave to bring in—A Bill in addition to and in amendment of an Act for the establishing and maintaining a Police Force in the Parish of Portland, in the City and County of Saint John.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Allen,

The House went into Committee of the whole on—A Bill to amend an Act to incorporate the Diocesan Church Society of New Brunswick.

Mr. Steadman in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

The House adjourned until to-morrow morning at 10 o'clock.

Friday, 4th March, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill to afford further protection to the Fisheries :

A Bill relating to the levying, assessing, and collecting of Rates in the City of Saint John :

A Bill to authorize the extension of King Street, in that part of the City of Saint John called Carleton :

A Bill in amendment of the Law relating to Highways : and

A Bill in addition to and in amendment of an Act for the establishing and maintaining a Police Force in the Parish of Portland, in the City and County of Saint John.

Read a third time as engrossed,

A Bill to amend an Act to incorporate the Diocesan Church Society of New Brunswick.

Resolved, That the Bill do pass.

Ordered, That Mr. Allen take the said Bill to the Council, and desire their concurrence thereto.

On motion of Mr. Wilmot.

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause to be laid before this House—

1st. A Statement of all Moneys received by the Provincial Treasurer, as Treasurer of the Province and Receiver General, from the 31st day of October 1858, to the 1st day of March 1859, specifying the different sources from which the Revenue has been derived :

2nd. A Statement of all Moneys paid or advanced by him during the same period, whether by Warrant or otherwise, out of the Ordinary or Casual Revenues, specifying the different services for which the same may have been paid :

3rd. A Statement of the Province Treasurer's Account with the Bank of New Brunswick on the 1st day of March instant, specifying what amount has been drawn from that Institution on account of the Cash Credit established by Law,—what amount, if any, has been advanced by the said Institution otherwise, and how authorized,—the amount deposited to the credit of the Railway Construction Account at that date,—the amount to the credit of the Railway Impost Account at the same date :

4th. A Statement of the amount of Railway Impost on hand the 1st day of March instant, where deposited, or how otherwise disposed of.

Ordered, That Mr. Wilmot, Mr. McIntosh, and Mr. DesBrisay, be a Committee to wait upon His Excellency with the Address.

On motion of Mr. DesBrisay,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to call upon the Justices of the Peace of the County of Kent, for a return of all moneys that may have been paid into their hands as Fines during the last ten years, with the names of the parties from whom the same may have been collected, and how the moneys so collected have been disposed of.

Ordered, That Mr. DesBrisay, Mr. Wilmot, and Mr. McIntosh, be a Committee to wait upon His Excellency with the Address.

Mr. Williston, by leave, presented a Petition from William Masson, Thomas Vanstone, Francis Carter, John Troy, John Banon, and one hundred and thirty three others, inhabitants of the County of Northumberland, praying for a reduction of the Duty imposed on Leather ; which he read.

Ordered, That the said Petition be received and lie on the Table.

On motion of Mr. Tapley,

The House went into Committee of the whole on—A Bill to alter and amend Section 2, Chapter 43, Title vi, of the Revised Statutes. "Of the Election of Councillors."

Mr. Gilbert in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made an amendment thereto, and then agreed to the same.

Ordered, That the Report be accepted, and the Bill engrossed as amended.

Mr. Gray moved for leave to bring in—A Bill relating to the Law of Evidence.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. W. E. Perley,

The House went into Committee of the whole on—A Bill to alter and amend Chapter 137, Title xxxvii, of the Revised Statutes, "Of Jurisdiction of Justices in Civil Suits."

Mr. Williston in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Williston,

The House went into Committee of the whole on—A Bill to amend Chapter 124, Title xxxiv, of the Revised Statutes, "Of Insolvent Confined Debtors."

Mr. Vail in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them, the following was moved:—

Resolved, That the further consideration of this Bill be postponed for three months.

Upon the question, the Committee divided as follows:—

YEAS.

Hon. Mr. Connell,
Hon. Mr. Fisher,
Mr. Kerr,
Gray,
Lewis,
M'Clelan,
M'Phelim,

Mr. W. E. Perley,
Ferris,
Gilbert,
DesBrisay,
M'Leod,
Cudlip,
C. Perley.

Hon. Mr. Tilley,
Hon. Mr. Watters,
Hon. Mr. Brown,
Mr. Williston,
M'Millan,
Mitchell,
Lawrence,
Steadman,
Botsford,

NAYS.

Mr. Allen,
M'Adam,
Tapley,
Scovil,
Wilmot,
Tibbits,
Chandler,
Gillmor,
Read.

Whereupon it was decided in the negative.

That the Committee then proceeded in the Bill, and after making an amendment thereto agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed as amended.

Mr. M'Adam, by leave, presented a Petition from the Reverend John Turnbull, together with John M'Kenzie, Angus M'Kenzie, Peter Morrison, and twenty seven others, Minister, Members, and Adherents of the Presbyterian Congregation of Saint James' Church, in the County of Charlotte, praying that a Bill before the House to authorize the Trustees thereof to sell certain Lands granted to the said Church, may pass into a Law; which he read.

Ordered, That the said Petition be received and lie on the Table.

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency, delivered the following Message:—

"New Brunswick.

"Message to the House of Assembly, 4th March, 1859.

"J. H. T. MANNERS-SUTTON.

"His Excellency the Lieutenant Governor, in reply to the Address of the House of Assembly of the 23rd February, with reference to the Mining Interests of the Province, lays before the House a copy of a Minute of Council dated 9th February 1859."

J. H. T. M-S.

The Document communicated by this Message, being read at the Clerk's Table, is as follows :—

MINING LEASES—SUNBURY AND QUEEN'S.

(Copy)

IN COUNCIL, 9th February, 1859.

PRESENT:

His Excellency the Lieutenant Governor,
&c. &c. &c.

Read a Communication from the Provincial Secretary, stating that an arrangement has been made with Messrs. Berton and others for the surrender of the Mining Leases in the Counties of Sunbury and Queen's, for the sum of £2,500.

Ordered, That the arrangement entered into with the Lessees be approved of; and further

Ordered, That the Royalty to be paid on Coal raised within the bounds of the surrendered Leases be fixed at two shillings per chaldron, and that the owners of the land be notified accordingly.

Certified.

F. A. H. STRATON, C. E. C.

The Honorable Mr. Tilley, also by command of His Excellency, delivered the following Message :—

“ New Brunswick.

“ Message to the House of Assembly, 4th March, 1859.

“ J. H. T. MANNERS-SUTTON.

“ His Excellency the Lieutenant Governor, in reply to the Address of the House of Assembly of the 22nd February, with reference to the Office “ of Commissioner of authentication of Debentures,” lays before the House copies of the following Documents, viz :—

“ 1. Letter from the Provincial Secretary to His Excellency the Lieutenant Governor, dated 2nd March 1859 :

“ 2. Minute of Council dated 30th August 1858 :

“ 3. Letter from the Provincial Treasurer, in reply to that Minute, dated 6th September 1858 :

“ 4. Memorandum of appointment of the Honorable J. M. Johnson, Junior, to be Commissioner of Authentication :

“ 5. Form adopted for Debentures.”

J. H. T. M-S.

The Documents communicated by this Message, being read at the Clerk's Table, are as follow :—

AUTHENTICATION OF DEBENTURES.

Secretary's Office, 2nd March, 1859.

MAY IT PLEASE YOUR EXCELLENCY,

In reference to the Address of the House of Assembly, under date of the 22nd ult., asking information relative to “ establishing the Office of Commissioner of Authentication of Debentures under the 19th Victoria, Chapter 16,” I beg to forward to Your Excellency the following Documents, viz : Copies of—

1. Minute of Council dated the 30th of August 1858.

2. Letter from the Provincial Treasurer in reply to that Minute, 6th September 1858.

3. Memorandum of appointment of the Honorable John M. Johnson, Junior, to be Commissioner of Authentication, &c.

4. Form adopted for Debentures.

I beg also to inform Your Excellency that the Provincial Treasurer, through the Railway Chairman, was paid one hundred pounds for signing Coupons to Debentures, amounting to five hundred and seventy one thousand pounds.

There are no fees payable to the Commissioner of Authentication, nor has any salary been paid or fixed as compensation for services performed or to be performed by him.

I have the honor to be

Your Excellency's most obedient humble servant,

S. L. TILLEY.

(Copy)

IN COUNCIL, 30th August, 1858.

PRESENT:

His Excellency the Lieutenant Governor,
&c. &c. &c.

Read a Communication from the Provincial Treasurer, stating that signing the Coupons of Debentures will necessarily delay the preparation of his Accounts, and requesting instructions.

Ordered, That the Provincial Treasurer be informed that any alteration in the form of the Coupons might be attended with serious inconvenience, that he must continue to sign, doing the best he can to prepare his Accounts; he will understand that no blame will attach to him for the delay consequent on the pressure to which he is exposed in signing Debentures, &c.

Certified.

F. A. H. STRATON, C. E. C.

(Copy)

Treasury, Saint John, 6th September, 1858.

SIR,—I am in receipt of your Letter of 3rd instant, stating that it is the wish of the Government that the Coupons to the Debentures for Railway Account should be signed by me, and offering such further assistance as I may deem necessary. I have the honor to reply that I have as many Clerks as are at present required to do all the work that can be put away from my own hands; but there is a large amount of daily work, besides the superintendence, which the great responsibility of the office compels me to attend to personally.

The last issue of Debentures I commenced on the 19th June, working at them steadily every spare minute during office hours; and it was only by dint of working at home to a late hour of the night, that I was enabled to get them off by 23rd August. The extra duties in the months of October, November, and December, render it impossible for me to set apart any time for extraneous work during that period; and I feel that I need now some relief after the past four months' labours, to fit me for the close confinement I have in prospect after the beginning of October. As I said above, I do not need further assistance at present, but I cannot be expected to hand over to an irresponsible Clerk those very responsible duties which, in justice to my Sureties, should be attended to by me personally, and for the faithful performance of which I am under heavy Bonds, for the sake of undertaking extra work that does not properly devolve upon me as the Provincial Treasurer.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

B. ROBINSON.

The Hon. S. L. Tilley, Provincial Secretary, Fredericton.

(Copy)

I appoint the Honorable J. M. Johnson, Jun., Commissioner of Authentication of Debentures issued under Act 19 Victoria, Chapter 16.

(Signed)

J. H. T. MANNERS-SUTTON.

Nov. 2nd, 1858.

(See Form of Debentures, with Coupons, in Appendix.)

The House adjourned until to-morrow morning at 10 o'clock.

Saturday. 5th March, 1859.*Prayers.*

Read a second time—

A Bill relating to the Law of Evidence.

Read a third time as engrossed,

A Bill to alter and amend Section 2, Chapter 43, Title vi, of the Revised Statutes, "Of the Election of Councillors."

Resolved, That the Bill do pass.*Ordered*, That Mr. Tapley take the said Bill to the Council, and desire their concurrence thereto.

Mr. M'Leod, by leave, presented a Petition from Ebenezer Smith and Craven Longstroth, Esquires, together with forty others, inhabitants of the Parish of Hampton, in

in King's County, praying that an Act may pass for a division of the said Parish; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. M'Leod moved for leave to bring in—A Bill to authorize the division of the Parish of Hampton into two Parishes.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Scovil moved for leave to bring in—A Bill to erect parts of the Parishes of Greenwich and Springfield, in King's County, into a separate Parish.

Leave granted.

The said Bill being brought in was read a first time.

Mr. M'Phelim moved for leave to bring in—A Bill relating to the qualifications, appointment and tenure of Office of the principal Judicial Officers.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Cudlip moved for leave to bring in—A Bill to alter the time for holding the Circuit Court in the County of Saint John.

Leave granted.

The said Bill being brought in was read a first time; and

On motion of Mr. Cudlip,

Ordered, That the said Bill be referred to the Committee appointed on the 21st day of February last, to take into consideration the several applications for alteration in the times of holding the Circuit Courts in the Province, to report thereon.

Mr. Chandler moved for leave to bring—A Bill to amend the Act 21st Victoria, Chapter 17, intituled "An Act to amend the Law for the relief of Insolvent Debtors."

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Lewis,

Resolved, That the Resolution of this House of the 14th day of February last, requiring the payment of £7 10s. on private and personal Bills, be suspended for the purpose of introducing—A Bill for the incorporation of the Orange Lodge and Subordinate Lodges of New Brunswick, of the Loyal Orange Institution of British North America.

Upon the question for adopting the Resolution, the House divided as follows:—

YEAS.

Hon. Mr. Connell,
Hon. Mr. Fisher,
Mr. Gray,
Lewis,

Mr. M'Clelan,
C. Perley,
Gilbert.

NAYS.

Hon. Mr. Tilley,
Hon. Mr. Smith,
Hon. Mr. Brown,
Mr. End,
Read,
M'Millan,
Mitchell,
Steadman,
Botsford,
Lawrence,
M'Phelim,
Tapley,

Mr. M'Adam,
Montgomery,
DesBrisay,
Wilmot,
Hanington,
M'Leod,
Wright,
Chandler,
Cudlip,
Gillmor,
Williston.

And it was thereupon decided in the negative.

On motion of Mr. Cudlip,

The House again went into Committee of the whole on—A Bill in amendment of and in addition to Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Action."

Mr. Mitchell in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again before them, had made an amendment thereto, and then agreed to the same, under the Title of—

A Bill in amendment of Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Actions."

Ordered, That the Report be accepted, and the Bill engrossed, as amended, under the amended Title.

On motion of Mr. Chandler,

The House again went into Committee of the whole on—A Bill to alter and amend Chapter 125, Title xxxiv, of the Revised Statutes, "Of Absconding, Concealed, or Absent Debtors."

Mr. M'Clelan in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them again under their consideration, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of the Honorable Mr. Tilley,

The House went into Committee of the whole on—A Bill to incorporate the Victoria Suspension Bridge Company.

Mr. Botsford in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them, proceeded therein to the ninth Section thereof, which declares the liabilities of the Stockholders for the debts and engagements of the Company on failure of the joint stock and property to meet the same, and which, among other things, provides—

"That the goods and chattels, lands and tenements, of each Shareholder, shall and may be levied upon and seized respectively to satisfy such debt or demand, to the extent of *one half* the amount of the share or shares, or interest of such Shareholder in the joint stock of the said Company,* but no more."

To which Section an amendment was moved—To expunge the words "*one half*;" and then after the word "Company," introduce the words "in addition to his stock."

And the question being taken upon the amendment, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. Montgomery,	Hon. Mr. Tilley,	Mr. Lawrence,
Hon. Mr. Fisher,	DesBrisay,	Hon. Mr. Connell,	M'Adam,
Hon. Mr. Brown,	M'Intosh,	Mr. Lewis,	Tapley,
Hon. Mr. Smith,	Vail,	M'Clelan,	M'Leod,
Mr. Gray,	C. Perley,	Steadman,	Gillmor,
Kerr,	Wright,	Mitchell,	Chandler.
End,	Scovil,		
Read,	Allen,		
Williston,	M'Millan.		

Whereupon it was carried in the affirmative, and the Section agreed to as amended.

That the Committee then proceeded in the Bill to the twelfth Section thereof; when

It was moved—That he report progress thereon, and ask for leave to sit again.

And it was carried in the affirmative.

Ordered, That the Report be accepted and leave granted.

The House adjourned until Monday morning next at 10 o'clock.

Monday, 7th March, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill to authorize the division of the Parish of Hampton into two Parishes:

A Bill to erect parts of the Parishes of Greenwich and Springfield, in King's County, into a separate Parish:

A Bill relating to the qualifications, appointment and tenure of office of the principal Judicial Officers:

A Bill to alter the time of holding the Circuit Court in the County of Saint John: and
A Bill to amend the Act 21st Victoria, Chapter 17, intituled "An Act to amend the Law for the relief of Insolvent Debtors."

Read a third time as engrossed,

A Bill in amendment of Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Actions."

Resolved, That the Bill do pass.

Ordered, That Mr. Wright take the said Bill to the Council, and desire their concurrence thereto.

Mr. DesBrisay, from the Committee appointed on the 21st day of February last, to examine into the several applications for alterations in the time for holding the Circuit Courts, submitted their Report; and he having read the same, it was handed in at the Clerk's Table, and there again read, and is as follows:—

"The Committee to whom were referred the Bills before the House, touching the alteration in the time of holding the Circuit Courts in this Province, having attended to that duty, report a Bill, under the Title of—

"A Bill to regulate the time of holding the Circuit Courts in the Counties of Charlotte, Sunbury, York, Kent, and Saint John."

"L. P. W. DESBRISAY,
JOHN W. CUDLIP,
WILLIAM END.
JOHN C. ALLEN.

Committee Room, 5th March, 1859."

Ordered, That the Report be accepted.

The Bill reported by the Committee, being then handed in, was read a first time.

Mr. Scovil, by leave, presented a Petition from Robert Keith, J. Nelson Price, and seventy eight others, inhabitants of King's County, praying that an Act may pass to incorporate the Grand and Subordinate Orange Lodges of New Brunswick; which he read.

Ordered, That the said Petition be received and lie on the Table.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Return from the Saint Stephen Bank, for periods ending 1st July 1858, and 4th January 1859.

(See Appendix.)

Mr. Scovil, by leave, presented a Petition from the Rector, Church Wardens and Vestry of Christ Church, in the Parish of Norton, in King's County, praying that an Act may pass to authorize the sale of certain Glebe and Church Lands, and invest the proceeds in other Lands or securities; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. DesBrisay, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of the 4th day of March instant, praying that His Excellency would be pleased to call upon the Justices of the Peace for the County of Kent, for certain Returns of Fines paid into their hands during the last ten years, reported—That they had attended thereto, and His Excellency was pleased to say—that he would give directions that the information desired by the House of Assembly should be laid before them.

On motion of the Honorable Mr. Tilley,

That the House proceed to the Order of the Day of the 26th day of February last, to go into Committee of the whole in consideration of a Supply to be granted to Her Majesty.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Steadman in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee proceeding in the business referred to them, had passed the following Resolutions:—

1. *Resolved*, That a sum not exceeding £5,665, be granted to His Excellency the Lieutenant Governor, to provide for the Officers and Contingent Expenses of the Legislature, including the Library, Printing, and expenses of holding Elections.

2. *Resolved*, That a sum not exceeding £110 be granted to His Excellency the Lieutenant Governor, to provide for the Clerk of the Crown and Usher of the Supreme Court.

3. *Resolved*, That a sum not exceeding £7,227 be granted to His Excellency the Lieutenant Governor, to defray the expense of the collection and protection of the Revenue, and of the Controller and Customs Department.

And the Chairman then further reported, that he was directed to leave the Chair report progress, and ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Mr. Allan moved—That the House do now adjourn, to meet to-morrow morning at 10 o'clock.

Upon the question, the House divided—

YEAS 16.

NAYS 15.

And it being so carried in the affirmative—

The House accordingly adjourned until to-morrow morning at 10 o'clock.

Tuesday, 8th March, 1859.

Prayers.

Read a second time—

A Bill to regulate the time of holding the Circuit Courts in the Counties of Charlotte, Sunbury, York, Kent, and Saint John.

On motion of Mr. Gray,

Ordered, That Mr. Montgomery, a Member for the County of Restigouche, have leave of absence for a few days, important business requiring his attention.

Mr. Lawrence, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of the 2nd day of March instant, praying for a detailed Account of the Expenditure incurred and disbursed in and about the Office of the Chief Commissioner of the Board of Works, with the names of Contractors for work done under the superintendence of the said Board; and the names of parties who tendered for the construction of the same, reported—That they had attended thereto, and His Excellency was pleased to say—that he would reply to the Address by Message.

Mr. Lawrence, from the Committee appointed on the 19th day of February last, to examine into a Bill before the House, for the abolishment of imprisonment for Debt, and the prevention and punishment of Fraud, submitted their Report; and he having read the same, it was handed in at the Clerk's Table, where it was again read, and is as follows:—

“The Committee to whom was referred a Bill before the House “for the abolishment of imprisonment for Debt, and for the more effectual punishment of Fraud,” report as follows:—

“That they have taken the subject matter into consideration, and beg to report the following Bills for the consideration of this Honorable House:—

“A Bill to abolish imprisonment for Debt except in certain cases:

“A Bill to give Sheriffs additional powers in executing Writs of *Fieri Facias*:

“A Bill for the better prevention and more effectual punishment of Fraud.

Committee Room, 5th March, 1859.

J. W. LAWRENCE, *Chairman.*

Ordered, That the Report be accepted.

The Bills reported by the Committee, being then handed in, were severally read a first time.

Mr.

Mr. Kerr, by leave, presented a Petition from the Synod of the Presbyterian Church of New Brunswick, in connexion with the Established Church of Scotland, praying that a Bill now before the House for the incorporating of the said Synod, may pass into a Law ; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. M'Leod moved for leave to bring in—A Bill to alter and remove the Shire Town of King's County.

Leave granted.

The said Bill being brought in was read a first time.

Mr. M'Leod, by leave, presented the following Petitions, viz:—

From Samuel Henderson, Ebenezer Smith, and George Barnes, Esquires, together with one hundred and twenty others :

From William Keith, Esquire, and eighty three others :

From William Coates, Esquire, and two hundred and sixty others :

From Charles W. Stockton, Esquire, and one hundred and six others :

From James W. Nowlan, Esquire, and one hundred and forty others :

From John C. Price and William A. Stockton, Esquires, together with seventy four others :

From Michael Creighton, Robert Gray, and twenty two others : and

From Weeden Fowler, Esquire, and thirteen others—

Justices of the Peace, and other inhabitants of King's County ; praying that an Act may pass authorizing the removal of the Shire Town of the said County from Kingston to near the Railway Station at Hampton ; which he severally read.

Ordered, That the said Petitions be received and lie on the Table.

Mr. Vail, by leave, presented the following Petitions, viz:—

From James L. Pickett, Charles P. Pickett, and twenty eight others :

From John Wightman, Esquire, together with Douglas Wells and two hundred and twenty four others :

From William H. Yandle, James M'Curdy, and twenty five others :

From Philo M. Raymond, Esquire, together with Silas M. Marvin and one hundred and forty six others :

From Justus S. Wetmore, Esquire, together with William P. Flewelling and eighteen others :

From James J. Brian, Austen Hornebrook, and one hundred and twenty two others : and

From Samuel Foster, John O. Dann, and William Pyewell, Esquires, together with one hundred and ten others—

Justices of the Peace, and other inhabitants of King's County ; praying that no Act may pass for the removal of the Shire Town of the said County ; which he severally read.

Ordered, That the said Petitions be received and lie on the Table.

Mr. Scovil, by leave, presented the following Petitions, viz:—

From James H. Fairweather, Henry Wetmore, and forty five others :

From James B. Lyon, Stephen J. Pickett, and one hundred and fifty four others :

From Elijah A. Perkins, Esquire, and seventy six others :

From Francis M'Guirk, Samuel Chitley, and twenty six others :

From Robert Godfrey, James Ritchie, and one hundred and sixty three others—
Justices of the Peace, and other inhabitants of King's County ; praying that no Act may pass authorizing the removal of the Shire Town of the said County ; which he severally read.

Ordered, That the said Petitions be received and lie on the Table.

Mr. Vail moved for leave to bring in—A Bill to amend an Act intituled " An Act to authorize the division of the Parish of Upham into two Parishes."

Leave granted.

The said Bill being brought in was read a first time.

Mr.

Mr. Vail, by leave, presented a Petition from James Ash, Robert Long, James Alexander, and sixty two others, inhabitants of Londonderry Settlement, in the Parish of Upham, in King's County, praying for an amendment in the Act for a division of the said Parish; which he read.

Ordered, That the said Petition be received and lie on the Table.

The Honorable Mr. Tilley, by leave, presented a Petition from Robert J. Jenkins, Samuel W. Belyea, David B. Lamoreaux, John Jones, and seventeen others, owners and occupiers of Lands in Carleton, in the City of Saint John, praying that a Bill before the House for the extension of King Street at that place, may not pass into a Law; which he read.

Ordered, That the said Petition be received and lie on the Table.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill relating to the Great Roads:

The Bill to establish Marks' Street, in the Parish of Saint Stephen, in the County of Charlotte, as a Public Highway:

The Bill to divide the Parish of Nelson into two separate and distinct Parishes: and

The Bill to repeal an Act intituled "An Act to provide for the better support of the Poor in certain Parishes in the County of Northumberland," and make other provisions in lieu thereof;

Without making any amendments thereto.

Mr. Wilmot, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of the 4th day of March instant, praying for Returns from the Province Treasurer, relative to the state of certain Public Accounts on the 1st day of March instant, reported—That they had attended thereto, and His Excellency was pleased to say—that the wishes of the House of Assembly would be complied with.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House, in pursuance of an Address of the 21st day of February last—

Returns shewing the Names of Applicants for relief under the Act to amend the Law for the relief of Insolvent Debtors.

(See Appendix.)

Read a third time as engrossed,

A Bill to amend Chapter 124, Title xxxiv, of the Revised Statutes, "Of Insolvent Confined Debtors;" when

Mr. Williston moved the following engrossed amendment as an additional Section, to be added thereto by way of Ryder:—

"2. The certificate under the hands of the Judge and Justice taking the examination, that the examination was had, and discharge given by them, shall be *prima facie* evidence of such discharge in all Courts of Law; provided always, that any person wishing to controvert the same in any suit or proceeding, may produce and give in evidence the proceedings as heretofore authorized or required."

The said amendment having had three several readings, and the question taken thereon, the House divided—

YEAS 9.

NAYS 11.

Whereupon it was decided in the negative.

The question being then put upon the final passing of the Bill, and that it be sent to the Council for their concurrence; when

The House divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Tilley,	Mr. M'Adam,	Hon. Mr. Fisher,	Mr. Scovil,
Hon. Mr. Brown,	M'Intosh,	Hon. Mr. Smith,	Vail,
Mr. Read.	Hanington,	Mr. End,	M'Leod,
Williston,	Gillmor,	Gray,	C. Perley.
M'Millan,	Chandler,	Kerr,	Gilbert,
Steadman,	Tibbits,	Lewis,	Cudlip,
Lawrence,	Allen.	M'Clelan,	Wright,
Tapley,		DesBrisay,	Wilmot.
		Ferris,	

And it was thereupon decided in the negative.

The Honorable Mr. Connell, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Return shewing the Receipts and Expenditures of the Post Office Department for a period of thirteen months, up to the 31st October 1858.

(See Appendix.)

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Returns from the Central Bank, for periods ending 7th June and 6th December 1858, and 4th March 1859.

(See Appendix.)

Statements shewing Warrants drawn on the Treasury to pay the services of Jurors at the several Courts of Common Pleas throughout the Province, for the years 1857 and 1858.

(See Appendix.)

The Honorable Mr. Tilley, also by command of His Excellency, laid before the House, in pursuance of an Address of the 1st day of March instant—

Various Documents relative to the construction of the Bridge over the River Saint John, at the Grand Falls, and the falling thereof, accompanied by the following Letter from the Honorable W. H. Steeves, Chief Commissioner of Board of Works:—

Office Public Works, Fredericton, 8th March, 1859.

SIR,—The Address of the House of Assembly of the 1st instant, relative to Grand Falls Bridge, having been referred to this Department, the undersigned begs to submit, for the information of His Excellency the Lieutenant Governor, the following:—

Copy of Proposition by Mr. Tomlinson, marked A.	
Report of R. W. Burrows, C. E.	" B.
Do. T. T. V. Smith, C. E.	" C.
Chief Commissioner to Government,	" D.
Letter from Provincial Secretary,	" E.
Tracing of Plan,	" F.
Letter from R. W. Burrows, C. E.	" G.

The erection of the Grand Falls Bridge was let without competition to Mr. Tomlinson, (see Chief Commissioner's Report for 1857, page 33,) and for copy of Agreement and Contract, see said Report from page 56 to page 70.

Respectfully submitted.

WM. H. STEEVES.

Hon. S. L. Tilley, Provincial Secretary.

(See Documents in Appendix.)

On motion of the Honorable Mr. Tilley.

Ordered, That the House do on Thursday the 10th day of March instant, resolve itself into Committee of the whole in further consideration of a Supply to be granted to Her Majesty.

On motion of Mr. Gray,

The House went into Committee of the whole on—A Bill to enable parties having claims against the Province of New Brunswick, to have the same adjudicated upon by the Courts of Law.

Mr.

Mr. Wright in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency, delivered the following Message:—

“New Brunswick.

“Message to the House of Assembly, 8th March, 1859.

“J. H. T. MANNERS-SUTTON.

“His Excellency the Lieutenant Governor, in reply to the Address of the House of Assembly of the 26th February, with reference to the Act passed last Session, “to suspend the Grant to King's College,” lays before the House copies of the following Correspondence, viz:—

- “1. Despatch from the Lieutenant Governor to the Secretary of State, dated 17th April 1858, No. 27, with enclosures :
- “2. Despatch from the Lieutenant Governor to the Secretary of State, dated 16th July 1858, with enclosure :
- “3. Despatch from the Secretary of State to the Lieutenant Governor, dated 7th October 1858, No. 21 :
- “4. Despatch from the Secretary of State to the Lieutenant Governor, dated 7th October 1858, No. 22 :
- “5. Despatch from the Secretary of State to the Lieutenant Governor, dated 18th November 1858, No. 33, with enclosure :
- “6. Despatch from the Lieutenant Governor to the Secretary of State, dated 4th February 1859, No. 5, with enclosures.”

J. H. T. M-S.

The Documents communicated by this Message, being handed in at the Clerk's Table, are as follow:—

KING'S COLLEGE, FREDERICTON.

(Copy)—No. 27.

Government House, Fredericton, N. B. April 17th, 1858.

MY LORD,—By this Mail I have had the honor to forward to your Lordship in the Despatches marked in the margin,* a Petition from the Council of King's College to Her Majesty, and three letters addressed by the Professors of the College to your Lordship, respecting the Act recently passed by the Provincial Legislature, for the suspension on 1st February 1859, of the issue of all sums of money payable to King's College out of the Provincial Funds.

I am not as yet in a position to lay before your Lordship the Report on the Act referred to, which it will be my duty, in accordance with the 14th Clause of the Royal Instructions, to submit to your Lordship; and I have therefore purposely abstained from offering any remark or observation on the provisions of the Act, or on the representations respecting it, contained in the Petition from the College Council to Her Majesty, or the letters of the Professors of the College to your Lordship.

But a question has been raised in connection with these Documents by my Council, on which it is my duty at once to solicit your Lordship's instructions.

I have the honor to enclose a copy, marked A, of a Memorandum of my Council in Committee, which I this morning received, as well as a copy, marked B, of my reply to this memorandum.

Your Lordship will observe that in my reply I have stated, that I believe that the request submitted to me by my Council is without precedent, and there can be no question that this is strictly true. Nor can it be doubted that a compliance with this request (if that compliance were to be regarded as a precedent to govern future proceedings in similar cases) would involve, as a necessary preliminary to the decision by Her Majesty's Government of the question, whether an Act passed by the Provincial Legislature should or should not be assented to

by

* April 14th, 15th and 16th, 1858.—Nos. 22, 23 and 26.

by Her Majesty, the previous reference to and discussion by the Executive Council of all representations addressed by individuals interested in the subject to Her Majesty, or to the Secretary of State upon this question.

But apart from considerations of this character, I have no hesitation in stating to your Lordship, that in this particular case a compliance with the request of my Council would not in my opinion be productive of any inconvenience.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

The Right Honorable Lord Stanley, M. P., &c. &c. &c., Colonial Office.

(Copy)—Enclosure (A)

MEMORANDUM OF THE EXECUTIVE COUNCIL IN COMMITTEE.

To His Excellency the Hon. J. H. T. Manners-Sutton, *Licut. Governor, &c. &c. &c.*

Having reason to believe that representations have been made or are about to be made to Her Most Gracious Majesty the Queen, or Her Majesty's Principal Secretary of State for the Colonies, through your Excellency, against the confirmation or allowance of the Act to suspend the Grant to King's College, we respectfully request your Excellency to cause a copy of any such representations to be furnished to us, that we may be enabled to offer our remarks thereupon.

(Signed)

CHARLES FISHER,
S. L. TILLEY,
W. H. STEEVES,
DAVID WARK,

A. J. SMITH,
JAMES BROWN,
J. M. JOHNSON.

April 17th, 1858.

(Copy)—Enclosure (B)

MEMORANDUM FOR THE EXECUTIVE COUNCIL.

His Excellency the Lieutenant Governor has this day received the memorandum of the Executive Council in Committee, in which they request His Excellency to furnish them with copies of any representations to Her Majesty or to the Secretary of State, respecting the Act recently passed, suspending on 1st February 1859, the issue of all sums of money payable to King's College from the Provincial Funds, which have been or may be placed in His Excellency's hands for transmission to the Secretary of State.

The request of the Executive Council in Committee is, the Lieutenant Governor believes, without precedent; and in the absence of any Instructions from the Secretary of State, His Excellency must decline preliminarily to submit for the formal consideration of his Council representations addressed, not to His Excellency, but to Her Majesty, or to the Secretary of State, and which therefore, when placed in His Excellency's hands, are, in the opinion of His Excellency, received by him not as the head of the Provincial Government, but as an officer of Her Majesty's Government.

His Excellency, however, has no desire to throw any impediment in the way of the transmission by the Members of the Executive Council, of any representations or arguments which they may desire to submit to Her Majesty's Government respecting the Act referred to; and he will forward by this Mail to the Secretary of State, for his instructions, a copy of their memorandum.

(Signed)

J. H. T. MANNERS-SUTTON.

April 17th, 1859.

(Copy)

Government House, Fredericton, N. B. July 16, 1858.

SIR,—1. A copy of the Act (21 Vic. chap. 35,) intituled "An Act to suspend the grant to King's College," together with a copy of the Attorney General's Report on that Act, was enclosed in my Despatch of 24th June, No. 36. I have now the honor to submit to you the following remarks and observations respecting it.

2. Before, however, I proceed to discuss the Act itself, there is a point (which is, as you will observe, adverted to by the Attorney General in his Report,) to which I desire to call your attention.

The passage in the Attorney General's Report to which I refer, is as follows:—

"When this Bill was under the consideration of the Legislature, I stated to His Excellency, in answer to his enquiry on that point, that, in my opinion, it required a suspending clause, as it affected the Prerogative of the Crown and the Civil List arrangement, and that the clause deferring its operation to 1st February was equivalent thereto."

But

But when the Royal Instructions require the insertion of a suspending clause in an Act, it is distinctly stated in the Instructions, that the suspending clause is to be a clause "suspending the operation of the Act until Her Majesty's pleasure shall have been made known respecting it."

Now the Act to suspend the grant to King's College does not contain a clause of this nature, but it does contain a clause postponing its operation until 1st February 1859; and the point on which I desire to receive your instructions for my future guidance is, whether a clause postponing the operation of an Act for a definite time, is to be regarded by me as equivalent to a clause suspending its operation until Her Majesty's pleasure shall have been made known respecting it.

It is true that a clause postponing the operation of an Act for a definite period will, if the postponement be for a sufficient length of time, (and this is undoubtedly the case as regards the Act now under consideration,) afford to Her Majesty's Government a full opportunity of examining the Act, and of arriving at a decision with regard to the advice they may tender to Her Majesty respecting it, before the Act comes into operation. But I am bound to say that there is, in my opinion, a wide difference between a clause postponing the operation of an Act for a period which, however long, is definite, and a clause suspending the operation of an Act until Her Majesty's pleasure shall have been made known respecting it. For in the first case, an Order of Her Majesty in Council must be issued to prevent the Act from coming into operation, while in the other the Act is inoperative until Her Majesty's Order in Council calls it into operation. I called the Attorney General's attention to this distinction, which is, in my judgment, one of practical importance; and I should undoubtedly have felt it to be my duty to decline to recognize the clause postponing the operation of the Bill until 1st February 1859, as being equivalent to the suspending clause required by the Royal Instructions, (for I am personally responsible for my obedience to the Royal Instructions, and I could not, even if I desired to do so, which I do not, devolve any share of that responsibility on the Attorney General, or on any other person.) had it not been that the Attorney General cited to me a precedent, (two or three other precedents were also adduced by him, but they were, in my opinion, of far inferior weight,) which was of a very recent date, and, as it appears to me, strictly in point.

This precedent was the course pursued in 1854, with respect to the Act intitled "An Act relating to the administration of Justice in Equity." This Act was of a most unusual character, and clearly came within the terms of the seventeenth clause of the Royal Instructions. It did not, however, contain a "suspending clause," but it did contain a "postponing clause," and the then Lieutenant Governor assented to it. Under these circumstances then I arrived, but with great doubt and hesitation, at the conclusion that it would be on the whole better for me to accept, (although contrary to my own opinion,) the clause postponing until 1st February 1859, the operation of the Bill to suspend the grant to King's College, as equivalent to the suspending clause required by the Royal Instructions, and to submit the question to you for your instructions, in order to prevent the recurrence of any similar difficulty or doubt of the same nature.

3. The title of the Act under consideration, would certainly imply that its effect will be to suspend, not to withdraw absolutely, the grant to King's College. But such an inference would be wholly erroneous; for not only does the first Section of the Act provide for the discontinuance, (after 1st February 1859,) without any limitation of time, of the payment to the College of the sums of money referred to in the Act, but the second and third Sections of the Act further provide that these sums of money shall be paid into the Provincial Treasury, to be appropriated for the purposes of Education as the Legislature may direct. It would, of course, be competent for the Legislature, if it should think fit so to do, to re-endow King's College out of the sums of money thus to be paid into the Provincial Treasury, or out of any other funds at the disposal of the Legislature; but it is clear that the Act provides for the absolute withdrawal, and not for the suspension only, of that part of the endowment of King's College to which it refers.

4. It is right that I should here recall your attention to a question respecting the interpretation of certain words used in the Act, which question, as you will observe, is adverted to by the Attorney General in his Report on the Act. The first section of the Act provides for the withdrawal of that part of the Revenues of King's College which consists of "sums of money payable by any law or usage from the Provincial funds." Now the revenues of King's College consist, 1st, of the rents of certain lands granted to that Institution by the Crown under the great Seal of the Province in the year 1850, and of the interest on money lent on mortgage; 2nd, of a sum of £1,100 per annum granted by the Provincial Legislature; and 3rd, of a sum of £1,111 2s. per annum granted by the Crown, which annuity is a permanent charge on the Civil List. There is also an annual sum of £10 paid to the College out of the Provincial Treasury, to be applied to the purchase of a prize for the best composition in prose or verse in the Greek, Latin, or English language, on such subject as the Chancellor of the College may appoint. This annuity was purchased for the College by Sir Howard Douglas, who paid £100 into the Provincial Treasury for that purpose, and the arrangement was confirmed by the 5th section, 9 and 10 George IV. chap. 29, (vide Revised Statutes, Vol. 2, page 189.)

It is of course clear that the words "sums of money payable by any law or usage from the Provincial funds," do not apply to the rents of land or to the interest of money loaned. It is

equally clear that these words do apply to the grant from the Provincial Legislature of £1,100 per annum, which is secured to the College by the 3rd and 4th sections of the Act 9 and 10 George IV. chap. 29, (vide Revised Statutes, Vol. 2, page 189,) and to the annuity of £10 per annum purchased for the College by Sir Howard Douglas. Nor do I entertain any doubt that the Attorney General is correct in stating that it was the intention of the Legislature to withdraw from the College, and to cause to be paid into the Provincial Treasury, the annual grant of £1,111 2s. from the Civil List; and in discussing the Act therefore, I shall assume that the words of the Act have given effect to this intention. But I concur entirely with the Attorney General in the opinion that it is doubtful whether the words "sums of money payable from the Provincial funds," can properly be interpreted as applying to a grant, not made by the Provincial Legislature, but proceeding directly from the Crown, which grant was in the first place paid by the Crown out of the Casual and Territorial Revenues, (which were, it should be remembered, in no degree subject to the control of the Provincial Legislature), and on the surrender by the Crown of the Casual and Territorial Revenues to the Province, was made by the Crown a permanent charge on the annuity of £14,500 (Civil List) granted to the Crown by the Province in exchange for these Revenues. Indeed I must say that I should feel great difficulty in reconciling such an interpretation of the words referred to, with either the words or the spirit of the engagement voluntarily entered into by the Province with the Crown, on the faith of which engagement the Crown surrendered to the Province the Casual and Territorial Revenues in exchange for the Civil List.

5. The Attorney General has in his Report on the Act under consideration given a short outline of the origin of King's College, and of the successive steps by which it has attained to its present position. I shall not trouble you with any lengthened observations on this subject, but I enclose a memorandum (marked A) of the various Provincial Acts, arranged chronologically, which have been passed relating to King's College. This memorandum also contains a statement of the present Professional Staff of the College, and of other particulars connected with the College; and it will, I hope, although short, afford to you sufficiently accurate information with respect to the present condition and character of the Institution. In connection with this memorandum, I desire to call your attention to the fact that, both in incorporating by Royal Charter and in endowing King's College, the Crown acted on the suggestion, and gave effect to the expressed wishes of the Provincial Legislature.

6. I have in a former part of this Despatch explained that the Act now under consideration does not affect the whole of the Revenues of King's College. The rents of the lands granted in 1800 to the College, and the interest on money loaned, are untouched by the Act. The amount annually receivable by the College from these two sources varies, but it may probably be estimated at from £300 to £350 or £400 per annum. Neither does the Act revoke or alter the Charter of the College. But while the responsibilities of the Corporation will remain undiminished and unchanged, at least five-sixths of the present income will be withdrawn. And whatever may be the amount of revenue still receivable by the College, (whether it be £300 or £400 per annum,) it is, I believe, a fact admitted by all, that, as soon as the Act comes into operation, the governing body of the College will have no other option than to close the Institution. Now, Sir, I certainly entertain myself a very strong conviction, that the material as well as the social and moral progress of a community, depends greatly on the facilities which are afforded to the younger portion of the community of obtaining instruction in the higher branches of literature and science; and, although I could not affirm that the success which has hitherto attended King's College, (if estimated by the number of its graduates,) has hitherto been such as to afford an answer to the objections of those who contend that the benefit derived from the institution has been small compared with the expense, yet I must confess that I should view with deep regret the closing of the only existing Provincial Academical Institution; more especially as I believe myself that steps hitherto untried might be taken for still further adapting it to the wants and wishes of the community, and for thus extending the sphere of its utility. This, sir, is my own opinion, and that this opinion is shared by very many, both in and out of the Legislature, is clear from the fact that, when the Bill to suspend the grant to King's College was, during the last session, under the consideration of the House of Assembly, an amendment was moved to substitute for that Bill another measure, having for its object certain alterations in the constitution of the College; which amendment (all the Members of the House being present) was only lost by the vote of the chairman. But, sir, I have no desire, and I am very well aware that Her Majesty's Government do not entertain the wish, to prescribe to the Legislature of the Province the character of the policy to be pursued by them as regards the establishment of Collegiate Institutions in the Province. And in my observations on the Act now under consideration, I shall confine myself strictly to pointing out to you the bearing which this Act has, 1st, on the engagements into which the Crown has entered (at the instance, it will be remembered, of the Provincial Legislature,) with King's College, and 2nd, to its bearing on the Civil List arrangement, to the maintenance of which the faith of the Province is solemnly pledged to the Crown.

7. With regard to the first point a lengthened explanation is not necessary. The memorandum enclosed in this Despatch, and the Attorney General's Report on the Act, show the circumstances under which the Crown founded, and subsequently endowed, jointly with the Provincial Legislature, King's College. And the relations which exist between the Crown (as founder and visitor, and principal benefactor of the College) and King's College, are clearly set forth, 1st, in the Royal Charter granted in 1828, (which Charter is recited in the Act 8 Vict. chap. iii, vide Revised Statutes, vol. 2, page 197); 2ndly, in the 9th and 10th George IV. cap. 29, (vide Revised Statutes, vol. 2, page 187,) in consequence of which Act, the Crown, having previously made large grants of money to the College from the Casual and Territorial Revenue, permanently endowed it with an annuity from those Revenues of £1000 sterling; and 3rdly, in the Act 8 Vict. cap. 111, (vide Revised Statutes, vol. 2, page 197.) This last mentioned Act, which contains a clause suspending its operation until Her Majesty's pleasure should be made known respecting it, altered the terms of the Royal Charter granted to the College in 1828, but it left the endowment untouched, and retaining to the representative of the Crown in this Province, as Visitor of the College on behalf of the Crown, the powers and authority previously vested in him as Chancellor of the College, it maintained unchanged both the rights and obligations of the Crown in connection with the College.

Nor is it necessary for me to discuss in detail the nature of the engagements entered into by successive Lieutenant Governors (representing the Crown) with the gentlemen appointed to Professorships in the College, for on this point I could add but little, if any thing, to the information which you already possess. Each of the three existing Professors came out from the Mother Country at the instance of the Representative of the Crown for the time being in this Province, and each, as you are aware, was appointed under the Royal Charter of 1828 to his Professorship by the Representative of the Crown, not as the head of the Provincial Government, but as Chancellor of the College, on behalf of the Crown; and there can, I think, be no question that each of them was, when the Professorship was offered to him, led to believe, what I believe was at the time true both in theory and in fact, namely, that the Professorships in King's College were held on a tenure similar to that on which similar offices were and are held in the Royal Academical Institutions of Great Britain and Ireland.

But it is clear that if the Act "to suspend the grant to King's College" should come into operation in its present form, these Professors, all of whom having quitted the Mother Country for that purpose, have expended a large portion and the most valuable portion of their lives as Professors in King's College, (one has been a Professor for 29, another for 22, and a third for 18 years,) and who are men of great scientific and literary attainments, and whose success therefore in their respective lines, if they had remained at home, can scarcely be a matter of doubt, will be at once deprived of the income attached to their Professorships, the permanency of which income alone could have afforded any adequate motive for their quitting the Mother Country, and relinquishing their prospects of advancement there. The question then arises, whether this Act can in its present form be sanctioned by the Crown consistently with the engagements entered into by the Crown with the Corporation of King's College, and with the Professors of the College who hold office under the Crown.

8. With regard to the second point, namely, the bearing which the Act has upon the Civil List arrangement, I would observe that it is an indisputable fact that the Casual and Territorial Revenues of the Crown were, previously to the surrender of these Revenues by the Crown in 1857 to the Province, under the sole control of the Crown, and in no degree subject to the control of the Provincial Legislature; and the character and purport of the negotiations which preceded the Civil List arrangement, as well as the terms of that arrangement, render it an equally indisputable fact that the Civil List annuity of £14,500 currency, which was granted to the Crown by the Province in exchange for the Casual and Territorial Revenues, was placed by this arrangement on precisely the same footing as that on which the Casual and Territorial Revenues stood previously to that arrangement. It is perfectly true that the Crown has voluntarily entered into certain engagements with the Province with respect to the appropriation, both present and future, of the proceeds of the Civil List annuity; and there is abundant evidence that it has been and is the desire of Her Majesty's Government, in dealing with this Fund, to consult the wishes of the Provincial Legislature. But, if any proof were wanted of the correctness of the interpretation which I have above given to the Civil List arrangement, that proof would be found in the fact that, during the twenty one years which elapsed since the grant of the Civil List to the Crown to the commencement of the Session of 1858, there is not a single instance in which any Provincial Act has passed directing an expenditure from the Civil List Fund, and there is but one instance in which any of the charges borne on the Civil List have been altered by a Provincial enactment; and that enactment (I refer to the Act relating to the salaries of the Judges, 12 Vic. cap. 76, which was passed 14th April 1849, and specially confirmed by Her Majesty in Council, 8th January 1850, vide Revised Statutes, vol. 1, page 81, title 3, chap. 30, sections 1, 2 & 3) was prospective, and did not affect the interests of any existing holders of office, and it contained a clause suspending its operation until Her Majesty's pleasure had been declared. Now the Act "to suspend the grant to King's College"

not

not only stops an annuity granted by the Crown to a chartered body, and made by the Crown a charge on the Civil List, (and the withdrawal of this annuity will, as I have before shewn, inflict most severe pecuniary loss on officers of the corporation appointed by the Crown.) but it also provides that the annuity so withdrawn from the College shall be paid into the Provincial Treasury, thus alienating from the Crown a portion of the Civil List guaranteed to the Crown by the Province, in exchange for the Casual and Territorial Revenues. It may, I am aware, be alleged, that on the withdrawal from King's College of the grant of the Civil List, the amount of that grant would be paid into the Provincial Treasury, inasmuch as it would immediately become a part of the accruing surplus of the Civil List Fund which has been surrendered by the Crown to the Provincial Legislature. This is perfectly true, but it must be remembered that the surrender by the Crown to the Province of the accumulated and accruing surplus Civil List Fund was a voluntary act on the part of the Crown, emanating from the Crown and not from the Provincial Legislature, and that the surrender was carried into effect by the Crown, and not by an enactment of the Legislature.

Moreover, although there is undoubtedly one precedent which might lead to the inference that the postponing clause contained in the Act may be regarded as equivalent to a clause suspending its operation until Her Majesty's pleasure should have been made known respecting it; and it is right that I should state that the provision in the Act which postpones its operation until 1st February 1859, was introduced at the instance of the Attorney General for the express purpose of affording to Her Majesty's Government a full opportunity of considering the Act before it came into operation, it is nevertheless true that this Act does not require Her Majesty's sanction to bring it into operation, and it only differs from other Acts passed by the Provincial Legislature, (all of which may by the Constitution of the Province, be annulled by Order of the Queen in Council, within two years after they are passed, unless they have previously received Her Majesty's assent,) in this one respect, namely, that it will not come into operation until Her Majesty's Government will have had the opportunity of considering it, and of advising Her Majesty (if they should think it right to do so) to annul it.

The Attorney General in his Report on the Act, has very properly stated that it affects the Civil List arrangement as well as the prerogative of the Crown; concurring in this opinion, I have thought it right to state (as briefly as possible) the grounds on which I have arrived at this conclusion; the above observations also show that the Act is unprecedented in its character. I have now brought before your notice the various points raised by this Act to which it is, as appears to me, my duty to call your attention.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

The Right Hon. Sir E. Bulwer Lytton, Bart. M. P. &c. &c. Colonial Office.

(Enclosure.)

MEMORANDUM (A).

1800. A College called the College of New Brunswick was founded and incorporated by a Provincial Charter under the Great Seal of the Province, bearing date 12th February 1800, and was endowed by the Crown with certain Crown Lands in and near Fredericton. The grant of the Lands, all under the Great Seal of the Province, bears date 18th July 1800.

1805. In 1805 a Provincial Act passed, (45 Geo. III. c. 15,) granting to the College of New Brunswick a sum of £100 (currency) per annum from the Provincial Treasury.

1816. In 1816 a Provincial Act passed, (56 Geo. III. c. 20,) granting to the College of New Brunswick a further sum of £150 (currency) per annum from the Provincial Treasury.

1820, 1822. In 1820 and 1822 two unimportant Acts were passed by the Provincial Legislature, (60 Geo. III. c. 26, and 3 Geo. IV. c. 36,) confirming certain agreements between the authorities of the College and their tenants. Both these Acts (probably on the ground that they affected Lands granted by the Crown to the College,) contained clauses suspending their operation until the pleasure of the Crown had been made known, and both were confirmed by the King in Council on 10th March 1824.

1823. In 1823 a Provincial Act (4 Geo. IV. c. 33,) was passed, on the petition of the Governor and Trustees of the College of New Brunswick, to enable them to surrender their Charter to His Majesty, upon condition that His Majesty would be pleased to grant another Charter in its place, and providing that in the event of the new Charter being granted, His Majesty should be deemed the Founder of the College. The 4th Section of this Act secured to the College an additional Grant from the Provincial Treasury of £600 (currency) per annum. The Act contained a clause suspending its operation until His Majesty's pleasure had been made known respecting it. It was confirmed by the King in Council 18th November 1823.

1828. In 1828 the surrender, by the Governor and Trustees of the College of New Brunswick, of their Charter, was accepted by the Crown; and a Royal Charter, bearing date the 15th December 1828, was granted by the Crown, incorporating the College by the name of King's College. This Charter is recited in the Act 8 Vic. c. 3, vide Revised Statutes Vol. II. page 197.

1829. In 1829 a Provincial Act passed, (9 and 10 Geo. IV. c. 29, vide Revised Statutes, Vol. II. page 187,) which, among other provisions which refer principally to the Grammar Schools of the Province, repealed the several Provincial Acts by which the College was endowed with the sums of £100, £150, and £600, currency, (in all £850 currency,) per annum from the Provincial Treasury, and granted from the Provincial Treasury to King's College the annual sum of £1100, currency, on condition that His Majesty would be graciously pleased to grant, for the further endowment of the College, the annual sum of £1000 sterling, out of His Majesty's Casual Revenues of the Province, or from some other branch of His Royal Revenue as he might be pleased to appoint. The Crown, it should be remarked, had previously granted large sums of money to the College at different times, and on the passing of this Act these Grants from the Crown assumed the form of a regular annuity of £1000 sterling. The condition therefore on which the Provincial Legislature had made the grant of £1100 currency, to the College from the Provincial Treasury was fulfilled. The annual grant from the Crown of £1000 sterling, was, in the first place, paid from the Casual and Territorial Revenues. On the surrender of these Revenues by the Crown to the Province in 1837, it was made a charge on the Civil List granted to the Crown by the Province in exchange for the Casual and Territorial Revenues.

1831, 1836. In 1831 and 1836 two unimportant Provincial Acts were passed, (1 Will. IV. c. 22, and 6 Will. IV. c. 34,) the first of which empowered the authorities of the College to assign a certain mortgage and mortgaged premises; and the second empowered the authorities of the College to dispose of a portion of their lands.

1845. In 1845 a Provincial Act was passed, 8 Vic. c. 3, (vide Revised Statutes Vol. II. page 197,) to amend the Charter of King's College. This Act, which contained a clause suspending its operation until Her Majesty's pleasure had been made known respecting it, abolished all religious tests in the College, excepting in the case of the Professor of Theology, and altered in many other important respects the constitution of the College. But it left untouched the revenues of the College, and maintained in every respect the existing relations between the Crown and the College. The Act was confirmed by Her Majesty in Council on 19th December 1846.

1854. In 1854 an Act was passed empowering the Lieutenant Governor to appoint a Commission to enquire into the present state of King's College, its management and utility, with a view of improving the same. The Report of the Commission, which suggested certain alterations in the constitution of the College, and course of Education pursued therein, was laid before both Branches of the Assembly in 1855.

The Professorial Staff of King's College consists of—

EDWIN JACOB, D. D., Principal of King's College, and Professor of Classics, appointed by the Chancellor of King's College on behalf of the Crown, October 1829. Salary, £550 currency, per annum.

JAMES ROBB, M. D., Professor of Natural History, appointed by the Chancellor of King's College on behalf of the Crown, September 1836. Salary, £300 currency, per annum.

W. B. JACK, L. L. D., Professor of Mathematics, appointed by the Chancellor of King's College on behalf of the Crown, July 1840. Salary, £300 currency, per annum.

In addition to these three Professors thus appointed by the Chancellor on behalf of the Crown, the Council of King's College pays out of the Revenues of King's College—

1st.—A salary of £120 currency, per annum, to Mr. d'Avray, as Teacher of French and other Modern Languages in the College.

2nd.—The sums of £200 currency, and £100 currency, per annum, respectively, to Mr. Roberts, and to Mr. Coster, the first and second Masters of the Collegiate School, which is a Grammar School in connection with the College.

Other expenses connected with the Collegiate School, are also defrayed out of the funds of King's College.

Students of King's College holding Scholarships—

THOMAS WALKER, University Scholarship, £25 currency per annum, to January 1859.

F. A. MORRISON, Charlotte County Scholarship, £15 currency per annum, to June 1860.

E. L. WETMORE, Queen's County Scholarship, £15 currency per annum, to May 1859.

G. F. BURPE, Sunbury County Scholarship, £15 currency per annum, to January 1860.

W. C. LEE, York County Scholarship, £15 currency per annum, to June 1860.

Students of King's College not holding Scholarships—

Walter Scott Covert, George Rogers, William Walker.

Expenses of Students in King's College—

No charge is made to Students for a room in the College, but they are required to provide their own furniture.

The charges to which a resident Student is liable, are as follows, viz :—

For board and attendance, 12s. 6d. currency per week, or £21 5s. per annum, (there being about thirty four weeks in the four terms.)

To each Professor whose Lecture he may attend, 5s. currency, per term, or £1 per annum.

To support of Library, 5s. currency per annum.

To purchase of Plate, 2s. 6d. currency per annum.

(Copy)—No. 21.

Downing Street, 7th October, 1858.

SIR,—Her Majesty's Government have had under their consideration the Act of the Provincial Legislature of New Brunswick, 19 Vict. c. 35, "To suspend the Grant to King's College," together with your Despatches, No. 36, of June 24th, and "Separate," of July 16th last, so far as they relate thereto.

The provisions of this Act have been made the subject of serious remonstrances, to which it is not my intention at present to advert. Neither its expediency, nor its justice as regards its operation on individual interests, so far as the Revenue at the disposal of the Province is concerned, call, in my view, for any remark from me.

For the ground on which Her Majesty's Government think it their duty to advise Her Majesty to disallow the Act is of a distinct character. Under the Civil List arrangement, the sum of £1,111 6s. appears in your own language to be granted by the Crown to the College, so as to form a permanent charge on the Civil List. I regard this arrangement as involving, by very obvious implication, a guarantee by the Crown of then existing interests, so far as this sum extends. The maintenance of it appears to be of precisely the same force and obligation of the Crown as that of a salary granted to an individual and placed on the Civil List; and I understand from the allegations before me, that some at least of the persons affected by the change were engaged in their several offices in the College when the Civil List arrangement was made.

I am anxious not to be misunderstood on this point. I do not consider it the duty of Her Majesty's Government to maintain what is called the Civil List arrangement, simply as such. Prospective alterations in that arrangement must be considered on their own merits. It is for the protection of interests, existing when that arrangement was made, and for this alone, that the interference of the Crown is now exercised.

With reference to the farther question raised in your separate Despatch of July 16th, I have to state that I agree with you in considering a postponing clause as by no means equivalent to a suspending clause, and that the latter ought to be insisted on in cases where either your instructions, or what you deem the public interest, render it necessary. But it is my wish that you should exercise this interference with discretion, remembering that as a general rule the advisers of the Crown in this country can have no wish to interfere with or delay the action of the Provincial Legislation except in cases where either Imperial interests or the plainly pledged faith of the Crown are involved:

The Order in Council disallowing the Act will be duly transmitted to you.

I have the honor to be, Sir,

Your most obedient humble servant,

(Signed)

E. B. LYTTON.

Lieutenant Governor The Hon. J. H. T. Manners Sutton, &c. &c. &c.

(Copy)—No. 22.

Downing Street, 7th October, 1858.

SIR,—I have to acknowledge your Despatches of the numbers and dates in the margin,* transmitting a Petition from the Council of King's College, and representations from individual members of it, against the Act for suspending the grant to that Institution.

The course which Her Majesty's Government have thought it their duty to take on this Act, being dictated by reasons quite different from those urged in these representations, render it unnecessary for me to remark on them. I am only desirous that your Council should be fully aware that, if I had formed any opinion that those representations were such as to influence my probable decision on the Act, I should have considered it right to refer them to the Council for their report, before taking any measures.

I have the honor to be, Sir,

Your most obedient humble servant,

(Signed)

E. B. LYTTON.

Lieutenant Governor The Hon. J. H. T. Manners-Sutton, &c. &c. &c.

* No. 22,—14th April; 23—15th do.; 26—16th do.; 27—17th do.

(Copy)—No. 33.

Downing Street, 18th November, 1858.

SIR,—I have received and have had under my consideration an Act passed by the Legislature of New Brunswick in the month of April 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 ought to be disallowed, and I have the honor to transmit to you herewith an Order of Her Majesty in Council, dated the 13th instant, approving that Report.

I have, &c.

(Signed)

E. B. LYTTON.

His Excellency the Lieutenant Governor, New Brunswick.

*No. 36 — June 24th, 1858.

(Copy)—Enclosure.

At the Court at Windsor, the 13th day of November 1858.

PRESENT :

The Queen's Most Excellent Majesty,
His Royal Highness the Prince Consort,

Lord Chancellor,
Lord Steward,
Lord John Manners,
Sir John Pakington, Bart.

Lord President,
Lord Chamberlain,
Mr. Secretary Walpole,

Lord Privy Seal,
Earl of Derby,
Major General Peel,

Whereas the Lieutenant Governor of Her Majesty's Province of New Brunswick, with the Council and Assembly of the said Province, did, in the month of April 1858, pass an Act which has been transmitted, entitled as follows, viz :—

No. 2607. An Act to suspend the Grant to King's College.

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 E. B. Lytton, Bart., one of Her Majesty's Principal Secretaries of State, stating that he was of opinion that the said Act annulled the pledged faith of the Crown, so far as regards the sum granted out of the Civil List to King's College, out of which the salaries of the Professors were paid, and therefore recommending that the said Act should not receive Her Majesty's Royal confirmation: Her Majesty was thereupon this day pleased, by and with the advice of Her Privy Council, to declare her disallowance of the said Act, and the same is hereby disallowed accordingly; whereof the Governor, Lieutenant Governor, or Commander in Chief for the time being, of Her Majesty's Province of New Brunswick, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

(Signed)

WM. L. BATHURST.

(Copy)—No. 5.

Government House, Fredericton, N. B. February 4th, 1859.

SIR,—With reference to my Despatch of the 17th April 1858, No. 27, and to that part of your Despatch of 7th October 1858, No. 22, which relates to the same subject, I have the honor to forward to you for your information a copy of a memorandum submitted to me by my Council, in which they requested me to state "whether in the event of any Act of the Legislature being passed on any subject where parties who may be interested or aggrieved by such Legislation, make representations thereon to Her Majesty or to the Secretary of State through the Lieutenant Governor, I should feel authorized, without further reference, to furnish the Executive Council with copies of such representations, on their application therefor."

I have also the honor to transmit to you a copy of my reply to this Memorandum.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

(Copy)—Enclosure No. 1.

MEMORANDUM OF THE EXECUTIVE COUNCIL IN COMMITTEE.

To His Excellency the Honorable J. H. T. Manners-Sutton, Lieutenant Governor, &c. &c. &c.

The Executive Council in Committee, respectfully call Your Excellency's attention to the Memorandum presented to Your Excellency on 16th April last, relative to the representations made to Her Majesty, or the Secretary of State, on the subject of the Act to suspend the grant to King's College. The Executive Council then requested Your Excellency to cause a copy of such representations to be furnished them, that they might be enabled to offer their opinion thereon.

Your

Your Excellency, in your reply to this Memorandum, stated your inability to comply with their request, without permission from Her Majesty's Principal Secretary of State for the Colonies, and that you would forward the Memorandum to Her Majesty's Principal Secretary of State for the Colonies, for his instructions.

The Despatch relative to the Act to suspend the grant to King's College, in itself appears, in the opinion of the Executive Council, to contain an assent to the principle stated in the Memorandum of the Executive Council; and as it is of importance that questions of this kind should be settled, and the rule of administration defined, the Executive Council would most respectfully bring the question again under Your Excellency's consideration, with a view of ascertaining from Your Excellency whether, in the event of any Act of the Legislature being passed on any subject, where parties who may feel interested in or aggrieved by such legislation, make representations thereon to Her Majesty or the Secretary of State through Your Excellency, you would feel authorized, without further reference, to furnish the Executive Council with copies of such representations, on their application therefor.

(Signed)

January 13th, 1859.

CHARLES FISHER,
S. L. TILLEY,
W. H. STEEVES,
CHARLES WATTERS,

JAMES BROWN,
DAVID WARK,
J. M. JOHNSON,
CHARLES CONNELL.

(Copy)—Enclosure No. 2.

MEMORANDUM FOR THE EXECUTIVE COUNCIL.

His Excellency the Lieutenant Governor has had under his consideration the Memorandum of the Executive Council in Committee, (received yesterday evening,) in which the Executive Council request His Excellency to inform them whether, in the event of any parties who may consider themselves aggrieved by an Act passed by the Provincial Legislature, making any representations thereon through His Excellency to Her Majesty, or to the Secretary of State, His Excellency would feel himself authorized to furnish, without further reference to the Secretary of State, the Executive Council with copies of these representations.

His Excellency concurs in the opinion expressed by his Council, that the Despatch from the Secretary of State, referred to in the memorandum, implies an assent to the principle that the Lieutenant Governor may, without special instructions from the Secretary of State, furnish his Council with copies of representations such as those above mentioned, although these representations are not addressed to the Lieutenant Governor, but placed in his hands in order that they may be transmitted to the Secretary of State.

In the event therefore of any representation, either to Her Majesty or to the Secretary of State, against an Act passed by the Provincial Legislature, from parties who may feel themselves aggrieved by the Act, being placed in His Excellency's hands for transmission to the Secretary of State, His Excellency would feel himself at liberty, without a reference to the Secretary of State, to furnish his Council with copies of such representations.

(Signed)

January 15th, 1859.

J. H. T. MANNERS-SUTTON.

The Right Honorable Sir E. Bulwer Lytton, Bart., M. P., Colonial Office.

On motion of Mr. Lawrence,

Whereas that portion of the City of Saint John lying to the westward of its Harbour, and known by the name of Carleton, has greatly increased in population and wealth, and has ample accommodation for Vessels to discharge their cargoes; therefore

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased, by Order in Council, to extend the boundary of the Port of Entry at Saint John, so as to afford to Vessels which have duly entered at the Treasury and Customs of said Port, the privilege of discharging their cargoes at any place in said Harbour.

Ordered, That Mr. Lawrence, Mr. M'Leod, and Mr. Williston, be a Committee to wait upon His Excellency with the Address.

The House adjourned until to-morrow morning at 10 o'clock.

Wednesday, 9th March, 1859.*Prayers.*

Read a second time the following Bills, viz:—

A Bill to abolish imprisonment for Debt in certain cases :

A Bill to give Sheriffs additional powers in executing Writs of *Fieri Facias* :

A Bill for the better prevention and more effectual punishment of Fraud :

A Bill to alter and remove the Shire Town of King's County : and

A Bill to amend an Act intituled "An Act to authorize the division of the Parish of Upham into two Parishes."

Mr. Williston moved for leave to bring in—A Bill to amend Chapter 113, Title xxxiv, of the Revised Statutes, "Of Trespasses on Lands, Private Property and Lumber."

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Gilbert,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency may be pleased to inform this House, if any provisional or other appointment or recommendation of any person to Her Majesty's Government, for an appointment of any Member or Members to the Legislative Council, has been made since the 1st day of June last past; and also to lay before the House, copies of all or any Correspondence from His Excellency to Her Majesty's Principal Secretary of State for the Colonies, since the 1st day of June last, relative to the appointment of any Member or Members to serve in the Legislative Council of this Province.

Upon the question for adopting this Resolution for an Address, the House divided as follows:—

YEAS.		NAYS.	
Mr. Gilbert,	Mr. Steadman,	Hon. Mr. Tilley,	Mr. Tapley,
Wilmot,	M ^r . Millan,	Hon. Mr. Smith,	Ferris,
M ^r . Phelim,	Gray,	Hon. Mr. Connell,	Hanington,
Allen,	Kerr,	Hon. Mr. Fisher,	Tibbits,
Lawrence,	Scovil,	Mr. Mitchell,	C. Perley,
Botsford,	Cudlip.	End,	Chandler,
		Read,	Gillmor,
		Williston,	Wright,
		Lewis,	DesBrisay,
		M ^r . Adam,	Vail.
		W. E. Perley,	

Whereupon it was decided in the negative.

Mr. Kerr, by leave, presented a Petition from John T. Williston, William Letson, William Muirhead, John Macdougall, William J. Fraser, and Alexander Loudoun, Esquires, Justices of the Peace for the County of Northumberland, together with one hundred and fifty four others, inhabitants of the Town of Chatham, praying that a Bill now before the House to authorize the establishing a Police Force in the said Town, may pass into a Law; which he read.

Ordered, That the said Petition be received and lie on the Table.

On motion of Mr. Gray,

The House again went into Committee of the whole on—A Bill to enable parties having claims against the Province of New Brunswick, to have the same adjudicated upon by the Courts of Law.

Mr. Wright in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again before them, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; and

On motion of Mr. Gray; further

Ordered, That the House do on Friday the 11th day of March instant, again go into Committee of the whole, and resume the further consideration of the said Bill.

The House adjourned until to-morrow morning at 10 o'clock.

Thursday, 10th March, 1859.*Prayers.*

Read a second time—

A Bill to amend Chapter 133, Title xxxiv, of the Revised Statutes, "Of Trespasses on Lands, Private Property, and Lumber."

Mr. M'Adam moved for leave to bring in—A Bill to suspend the Grant to King's College, so far as relates to the sum of eleven hundred pounds paid out of the Revenues of this Province, and not included in the Civil List.

Leave granted.

The said Bill being brought in was read a first time.

The Honorable Mr. Smith, by leave, presented a Petition from William Wilson, Silas C. Charters, Amand Landry, Alexander Wright, and Patrick M'Ginley, Esquires, together with the Reverend F. X. LaFrance, and ninety others, inhabitants of Dorchester and other Parishes in the County of Westmorland, praying that a Bill before the House to incorporate the Dorchester Olive Freestone Company, may pass into a Law; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Vail, by leave, presented the following Petitions, viz:—

From John Wright, Thomas Wilkins, and eighty two others:

From John L. Wilmot and Zebulon Connor, Esquires, together with fifty eight others:

From Israel Noble, John Sprague, and fifty eight others: and

From Samuel Urquart, John N. Earle, and 22 others;

Justices of the Peace, and other inhabitants of King's County; praying that no Act may pass authorizing the removal of the Shire Town of the said County; which he read.

Ordered, That the said Petitions be received and lie on the Table.

Mr. W. E. Perley moved for leave to bring in—A Bill to alter and amend an Act intituled "An Act to encourage the destruction of Bears in this Province."

Leave granted.

The said Bill being brought in was read a first time.

Mr. Wilmot, by leave, presented a Petition from William Olive, J. C. Littlehale, and Joseph Beateay, Esquires, together with Thomas Coram and one hundred and twenty one others, inhabitants of Carleton, in the City of Saint John, praying that a Bill now before the House to authorize the extension of King Street, at that place, may pass into a Law; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. M'Leod, by leave, presented a Petition from Jasper B. Sproul, William M'Lean, and thirteen others, inhabitants of King's County, praying that a Bill before the House to authorize the removal of the Shire Town of the said County, may pass into a Law; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. M'Millan, from the Committee appointed on the 12th day of February last, to take into consideration all matters affecting the Lumbering Interests of the Province; and to which Committee was referred a Bill to amend the Law relative to the Survey of Lumber, submitted their Report; and he having read the same, it was handed in at the Clerk's Table, where it was again read, and is as follows:—

"The Committee on Lumber to whom was referred—A Bill in addition to and in amendment of Chapter 96, of the Revised Statutes, "Of the Survey and Exportation of Lumber," have had the matter under consideration, and being unable to agree, beg leave to refer the same back for the consideration of the House."

Committee Room, 10th March, 1859.

JOHN M'MILLAN, *Chairman.*

Ordered, That the Report be accepted.

Mr. Chandler moved for leave to bring in—A Bill in amendment of an Act to empower and authorize the Justices of the Peace for the County of Charlotte, to lease a certain

certain piece of Commons Land in the Parish of Saint Andrews, and to invest the proceeds towards the support of the Poor of the said Parish.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Cudlip, by leave, presented a Petition from James J. Kaye, Agent for the Royal Insurance Company, and Edward Allison, Agent for the Liverpool and London Insurance Company, praying that the Property of English Insurance Companies having Agencies established at the City of Saint John, may not be subject to taxation; which he read.

Ordered, That the said Petition be received and lie on the Table.

On motion of Mr. W. E. Perley,

Resolved, That the Resolution passed on the 23rd day of February last, restricting the going into Committee of the whole House on any Bill before the hour of twelve o'clock at noon of each day, until such times as the several Committees on public matters have reported, be rescinded.

Upon the question for sustaining this Resolution, the House divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Tilley,	Mr. M'Leod,	Hon. Mr. Brown,	Mr. Botsford,
Hon. Mr. Connell,	Wright,	Mr. Gray,	Lawrence,
Hon. Mr. Smith,	C. Perley,	Kerr,	M'Phelim,
Hon. Mr. Fisher,	Cudlip,	Read,	DesBrisay,
Mr. W. E. Perley,	Gillmor,	End,	Wilmot,
Tapley,	Allen.	Lewis,	Chandler,
Hanington,		M'Clelan,	Vail,
		M'Millan,	Scovil,
		Steadman,	Gilbert.

And it was thereupon decided in the negative.

On motion of the Honorable Mr. Tilley,

That the House proceed to the Order of the Day of the 8th day of March instant, to go into Committee of the whole and resume the consideration of a Supply to be granted to Her Majesty.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Steadman in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee proceeding in the business referred to them, the following Resolution was moved:—

4. *Resolved*. That a sum not exceeding £— be granted to His Excellency the Lieutenant Governor, to provide for the repairs of the Great and Bye Roads of the Province, and the Bridges thereon; for the repairs of the Public Buildings, and the improvement of the Navigation of the Rivers Saint John, Miramichi, and Renou's, and for Steam Navigation.

And the same being debated—

It was moved—That the Chairman do leave the Chair, report progress, and ask for leave to sit again.

Upon the question, the Committee divided as follows:—

YEAS.		NAYS.	
Mr. Kerr,	Mr. Allen,	Hon. Mr. Speaker,	Mr. W. E. Perley,
Gray,	M'Phelim,	Hon. Mr. Tilley,	M'Adam,
End,	DesBrisay,	Hon. Mr. Connell,	Ferris,
Read,	Scovil,	Hon. Mr. Fisher,	C. Perley,
Williston,	M'Intosh,	Hon. Mr. Smith,	Wright,
Lewis,	Wilmot,	Hon. Mr. Brown,	Hanington,
M'Clelan,	Gilbert,	Mr. Mitchell,	Cudlip,
M'Millan,	Tibbits,	M'Leod,	Gillmor.
Lawrence,	Vail.		
Botsford,			

And it was thereupon carried in the affirmative.

Ordered, That the Report be accepted and leave granted; and

On

On motion of the Honorable Mr. Tilley,
Ordered, That the House do to-morrow at the hour of eleven o'clock, A. M., again go into Committee of the whole, and resume the further consideration of a Supply to be granted to Her Majesty.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill to amend the Act to regulate the Circuit Courts, and Courts of Oyer and Terminer and Sittings after Term: and

The Bill to amend an Act to incorporate the Diocesan Church Society of New Brunswick;

Without making any amendments thereto.

And that they had also agreed to—

The Bill further to alter and amend an Act intituled "An Act to incorporate the Saint John Gas Light Company:" and

The Bill in amendment of Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Actions;"

With certain amendments, to which they desire the concurrence of the Assembly.

And he further informed the House that the Council had passed—

A Bill intituled "An Act to declare the Law relating to Sales of Lands under Executions:" and

A Bill intituled "An Act relating to Intestate Estates, and the Practice of the Probate Courts;"

To which they also desire the concurrence of the Assembly.

The Bills now sent down from the Legislative Council, were then severally read a first time.

The amendment made by the Legislative Council to—The Bill further to alter and amend an Act intituled "An Act to incorporate the Saint John Gas Light Company,"—was read a first and second times, and is as follows:—

At A at the end of the Bill, add the following words:—"Provided that any stockholder in the said Company who shall be assessed for any additional calls upon his shares, shall have the option of declining the payment of such calls, and that the shareholders of the Company shall have power to issue new stock to the amount of the calls so remaining unaccepted."

Ordered, That this Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

The amendments made by the Legislative Council to—The Bill in amendment of Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Actions,"—were severally read a first and second times, and are as follow:—

At A at the end of the Bill, add two new Sections, as follows:—

"3. That from and after the first day of June next, where Bills of Exchange and Promissory Notes become due and payable on the first day of January commonly called New Year's Day, Christmas Day, Good Friday, or Day appointed by Proclamation of the Governor of this Province for a Day of Fast, Thanksgiving, or general Holiday, the same shall be payable on the day next preceding such New Year's Day, Christmas Day, Good Friday, Day of Fast, or Day of Thanksgiving, or general Holiday, unless the day preceding such New Year's Day, Christmas Day, Day of Fast, or Day of Thanksgiving, shall happen to be Sunday, in which case such Bills of Exchange and Promissory Notes shall fall due on the Saturday preceding; and such Bills of Exchange and Promissory Notes, in case of non-payment, may be noted and protested on the day preceding such New Year's Day, Christmas Day, Good Friday, Day of Fast, or Day of Thanksgiving, or general Holiday, unless the preceding day be Sunday, and then the same Bills of Exchange and Promissory Notes may be noted and protested on the preceding Saturday; and that as well in such cases, as in the cases of Bills of Exchange and Promissory Notes becoming due and payable on the day next

next preceding such New Year's Day, Christmas Day, Good Friday, Day of Fast, or Day of Thanksgiving, or general Holiday, it shall not be necessary for the holders of such Bills of Exchange and Promissory Notes to give notice of the dishonor thereof, until the day next after such New Year's Day, Christmas Day, Good Friday, Day of Fast, or Day of Thanksgiving, or general Holiday; and that whensoever such New Year's Day, Christmas Day, Day of Fast, or Day of Thanksgiving, or general Holiday, shall happen, or be appointed on a Saturday, it shall not be necessary for the holder or holders of such Bills of Exchange or Promissory Notes, as shall by virtue of this Act or otherwise be payable on the preceding Friday, to give notice of the dishonor thereof, until the Monday next after such New Year's Day, Christmas Day, Day of Fast, or Day of Thanksgiving, or general Holiday, respectively; and that whensoever such New Year's Day, Christmas Day, Day of Fast, or Day of Thanksgiving, or general Holiday, shall happen or be appointed on Monday, it shall not be necessary for the holder or holders of such Bills of Exchange or Promissory Notes, as by virtue of this Act or otherwise shall be payable on the preceding Saturday, to give notice of the dishonor thereof, until the Tuesday next after such New Year's Day, Christmas Day, Day of Fast, or Day of Thanksgiving, or general Holiday, respectively; and from and after the said first day of June next, New Year's Day, Christmas Day, Good Friday, and every such Day of Fast, and Day of Thanksgiving, or general Holiday, so appointed by the Governor of this Province, is and shall for all other purposes whatsoever, as regards Bills of Exchange and Promissory Notes, be treated and considered as the Lord's Day, commonly called Sunday.

"4. Where any Promissory Note or Bill of Exchange shall be payable at any place out of this Province, whether the same be drawn in or out of this Province, a Notarial protest of the presentment and dishonor of such Promissory Note or Bill of Exchange shall be deemed and taken in all Courts of this Province as evidence of the facts of presentment and dishonor stated in such protest, in the like manner as in case of protest of nonpayment of a Foreign Bill of Exchange."

Ordered, That this Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Fisher, a Member of Her Majesty's Executive Council, by command of His Excellency, delivered the following Message:—

" New Brunswick.

" Message to the House of Assembly, 10th March, 1859.

" J. H. T. MANNERS-SUTTON.

" His Excellency the Lieutenant Governor lays before the House of Assembly, copies of Correspondence with reference to a Federative Union of the British North American Provinces.

" I. Correspondence with the Governor General of Canada.

- " 1. Despatch from the Governor General to the Lieutenant Governor, dated 9th September, 1858, with Enclosure :
- " 2. Despatch from the Lieutenant Governor to the Governor General, dated 17th September, 1858 :
- " 3. Despatch from the Lieutenant Governor to the Governor General, dated 11th October, 1858, with enclosure :
- " 4. Despatch from the Governor General to the Lieutenant Governor, dated 20th October, 1858 :
- " 5. Despatch from the Governor General to the Lieutenant Governor, dated 10th January, 1858, with Enclosures :
- " 6. Despatch from the Lieutenant Governor to the Governor General, dated 1st February, 1859.

- “ II. Correspondence with the Secretary of State for the Colonial Department.
- “ 1. Despatch from the Lieutenant Governor to the Secretary of State, dated 29th September, 1858, No. 50, with Enclosures :
- “ 2. Despatch from the Secretary of State to the Lieutenant Governor, dated 10th September, 1858, No. 15, with Enclosures :
- “ 3. Despatch from the Lieutenant Governor to the Secretary of State, dated 11th October, 1858, No. 53 :
- “ 4. Despatch from the Secretary of State to the Lieutenant Governor, dated 27th October, 1858, No. 29 :
- “ 5. Despatch from the Secretary of State to the Lieutenant Governor, dated 26th November, 1858, No. 35, Circular.”

J. H. T. M-S.

The several Documents communicated by this Message, being read at the Clerk's Table, are as follow :—

FEDERATIVE UNION OF BRITISH PROVINCES.

(Copy)

Quebec, 9th September, 1858.

SIR,—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, on the subject of a Federative Union of the British North American Provinces.

I have, &c.

(Signed)

EDMUND HEAD.

His Excellency the Lieutenant Governor, &c. &c. &c. New Brunswick.

(Enclosure.)

Copy of a Report of a Committee of the Executive Council, dated 4th September 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 authorizing 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.

(Signed)

W. H. LEE, C. E. C.

(Copy)

Government House, Fredericton, N. B., Sept. 17, 1858.

SIR,—I have the honor to acknowledge the receipt of Your Excellency's Despatch of 9th instant, enclosing a copy of a Minute of the Executive Council of Canada, approved by Your Excellency, on the subject of a Federative Union of the British North American Provinces.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency the Right Honorable the Governor General, &c. &c. Canada.

(Copy)

Government House, Fredericton, N B., October 11th, 1858.

SIR,—With reference to Your Excellency's Despatch of 9th ult. (the receipt of which was acknowledged by me on the 17th ult.) I have now the honor to transmit to you for Your Excellency's information, a copy of a Memorandum, which has been submitted to me by my Council, on the subject referred to in that Despatch.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency the Right Honorable the Governor General, Canada.

(Enclosure.)

MEMORANDUM OF THE EXECUTIVE COUNCIL IN COMMITTEE.

To His Excellency The Honorable J. H. T. Manners-Sutton, Lieutenant Governor, &c. &c. &c.

The Committee of Council have had under consideration the Despatch of the Governor General of the 9th inst. containing the Report of the Executive Council of Canada, on the subject of a Federative Union of the British North American Provinces.

The Council are deeply impressed with the importance of the subject, requiring as it does the most deliberate and mature consideration.

The British North American Provinces have each attained a great degree of material prosperity under their present constitution; and the increased power of self-government recently conferred upon them, has left them nothing to envy in the political condition of the citizens of the neighbouring Republic.

The Council are of opinion, that the interests of this Province, and of all the British North American Provinces, require that, when the question of a Federal or Legislative Union of the Provinces is formally brought before the people, it should be raised in such a manner and at such a time as would afford a reasonable prospect, at least, of arriving at a speedy and satisfactory conclusion.

And without expressing any opinion as to the practicability or effect of such a Union, as that referred to in the Memorandum of the Council of Canada, the Council would state, that, although the subject of a Union of the Colonies, has, to some extent, been discussed in the public press here, the attention of the Provincial Legislature has never been directed to this matter, nor has it been a prominent subject of consideration among the constituencies; and in this respect New Brunswick occupies a very different position from Canada.

And it may be remarked, that if the recommendation of the Canadian Government be adopted by the Secretary of State, the question of a Legislative Union with any or all of the other Provinces must be excluded from consideration by the Commission.

Under these circumstances, the Council would respectfully submit, that a reasonable time should be allowed for consideration, before the commencement of any such enquiry as that contemplated by the Government of Canada.

(Signed)

CHARLES FISHER,
S. L. TILLEY,
JAMES BROWN,

W. H. STEEVES,
A. J. SMITH,
CHARLES WATTERS.

(Copy)

Government House, Toronto, C. W., October 20th, 1858.

SIR,—I have the honor to acknowledge with thanks Your Excellency's Despatch of the 11th instant, transmitting copy of a Memorandum of your Council, on the subject of a Federative Union of the British North American Provinces, and to inform you that I will cause this document to be submitted to my Executive Council.

I have, &c.

(Signed)

EDMUND HEAD.

His Excellency the Lieutenant Governor of New Brunswick, &c. &c. &c.

(Copy)

Government House, Toronto, C. W., January 10th, 1859.

SIR,—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.

(Signed)

EDMUND HEAD.

His Excellency the Lieutenant Governor, New Brunswick, &c. &c. &c.

(Enclosure.)

Copy of a Report of a Committee of the Honorable 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 by the Order in Council communicated to the Colonial Secretary by Your Excellency's Despatch, No. 118, of 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

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 the 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.

(Signed)

Certified.

W. H. LEE, C. E. C.

(Copy)

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 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 shown 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 Representative in Canada with the importance of seeking for such a mode of dealing with these difficulties as may for ever 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 trades, 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

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 to only those of Great Britain and the United States, it is in the power of the Imperial Government, by sanctioning a confederation of the Provinces, to constitute a dependency of the Empire, valuable in the time of peace, and powerful in the event of war, for ever 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 related 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 authorize 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 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 the 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 consideration, and to direct the action of the Imperial Parliament thereon, with the concurrence of the Legislature of the respective Colonies.

We have, &c.

(Signed)

G. E. CARTIER,
JOHN ROSE,
A. T. GALT.

The Right Honorable Sir E. Bulwer Lytton, Bart., M. P., &c. Colonial Office.

(Enclosure.)

(Copy)—No. 87.

Downing Street, 26th November, 1858.

SIR,—I have on a former occasion acknowledged your Despatch, No. 118, of 9th September, accompanied by a Minute of Committee of the Executive Council of Canada proposing that Her Majesty's Government should authorize 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 understand to be meant an arrangement for establishing a common legislation in the Provinces 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.

(Signed)

E. B. LYTTON.

His Excellency the Right Honorable the Governor General, &c. &c. Toronto.

(Copy)

Government House, Fredericton, N. B., February 1st, 1859.

SIR,—I have the honor to acknowledge the receipt of Your Excellency's Despatch of the 10th ultimo, and of its enclosures, with respect to the proposed Federal Union of the British North American Provinces.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency the Right Honorable the Governor General, &c. &c. Toronto.

(Copy)—No. 50.

Government House, Fredericton, N. B., September 29th, 1858.

SIR,—On the 17th instant I received from the Governor General the Despatch, of which a copy is enclosed.

I forthwith laid this Despatch and its enclosure before my Council, and I have now the honor to transmit to you the copy of a Memorandum submitted to me by my Council on the important question to which Sir E. Head's Despatch refers.

This Memorandum will, I know, receive your attentive consideration, and it only remains for me to state that I entirely concur in the opinions expressed by my Council.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

The Right Honorable Sir E. Bulwer Lytton, Bart., &c. &c. &c. M. P., Colonial Office.

(Enclosures.)

Copy of Despatch from the Governor General, dated 9th September 1858.

Copy of Memorandum of the Executive Council in Committee, dated 25th September 1858.

(The preceding Despatch was sent from Fredericton, 4th October 1858.)

(Copy)—No. 15.

Downing Street, 10th September, 1858.

SIR,—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 Provinces.

I have, &c.

(Signed)

E. B. LYTTON.

(Enclosure.—Extract.)

SPEECH.

"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."

(Enclosure)

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 it 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 reason which led you to advert 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."

(The preceding Despatch was received at Fredericton, 9th October, 1858.)

(Copy)—No. 53.

Government House, Fredericton, N. B. October 11th, 1858.

SIR,—I have the honor to acknowledge the receipt by the last Mail which arrived here on 9th instant, of your Despatch of 10th September, No. 15, enclosing a copy of the Speech of the Governor of Canada, on closing the late Session of the Provincial Parliament, and also an extract of a Despatch which you have addressed to Sir E. Head, respecting that portion of the Speech which referred to the Federation of the North American Provinces.

I shall immediately communicate the purport of this Despatch to my Council, whose Memorandum on the same subject I had the honor to transmit to you on the 4th instant.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

The Right Honorable Sir E. Bulwer Lytton, Bart., &c. M. P., Colonial Office.

(Copy)—No. 29.

Downing Street, 27th October, 1858.

SIR,—I have to acknowledge the receipt of your Despatch, No. 50, of 25th September, enclosing a Memorandum submitted to you by your Council on the subject of a Federal Union of the North American Provinces.

I have communicated a copy of your Despatch to the Governor General.

I have, &c.

(Signed)

E. B. LYTTON.

His Excellency the Lieutenant Governor, &c. &c. New Brunswick.

(Copy)—No. 35.

(Circular.)

Downing Street, 26th November, 1858.

SIR,—In my Circular Despatch, No. 15, of 10th September, I transmitted to you a copy of the Speech delivered by the Governor General of Canada on 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 Provinces. I believe that you have since received from the Governor General a Minute of a Committee of his Executive Council, suggesting that Her Majesty's Government should authorize 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 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.

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.

I have, &c.

(Signed)

E. B. LYTTON.

His Excellency the Lieutenant Governor, &c. &c. New Brunswick.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Return from the Central Fire Insurance Company of New Brunswick, made up to the 1st day of March 1859.

(See Appendix.)

The House adjourned until to-morrow morning at 10 o'clock.

Friday, 11th March, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill to suspend the Grant to King's College, so far as relates to the sum of eleven hundred pounds paid out of the Revenues of this Province, and not included in the Civil List:

A Bill to alter and amend an Act intituled "An Act to encourage the destruction of Bears in this Province:" and

A Bill in amendment of an Act to empower and authorize the Justices of the Peace for the County of Charlotte to lease a certain piece of Commons Land in the Parish of Saint Andrews, and to invest the proceeds towards the support of the Poor of said Parish; also

A Bill sent down from the Legislative Council, intituled "An Act relating to Intestate Estates, and the Practice of Probate Courts:" and

A Bill intituled "An Act to declare the Law relating to Sales of Lands under Executions."

According to the Order of yesterday, the amendments made by the Legislative Council to—The Bill in amendment of Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Actions,"—were severally read a third time.

Resolved, That the House do concur therein.

Ordered, That Mr. Cudlip return the Bill, with the amendments, to the Council, and acquaint them therewith.

According to the Order of yesterday, the amendment made by the Legislative Council to—The Bill further to alter and amend an Act intituled "An Act to incorporate the Saint John Gas Light Company,"—was read a third time.

Resolved, That the House do concur therein.

Ordered, That Mr. Gray return the Bill, with the amendment, to the Council, and acquaint them therewith.

On motion of the Honorable Mr. Tilley,

That the House proceed to the Order of the Day of yesterday, to go into Committee of the whole, and resume the consideration of a Supply to be granted to Her Majesty.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Steadman in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee proceeding in the business referred to their consideration, had again before them the following Resolution:—

"4. *Resolved*, That a sum not exceeding £—— be granted to His Excellency the Lieutenant Governor, to provide for the repairs of the Great and Bye Roads of the Province, and the Bridges thereon; for the repairs of the Public Buildings; and the improvement of the Navigation of the Rivers Saint John Miramichi, and Renous; and for Steam Navigation."

The Resolution being sustained—

It was moved—That the blank be filled up with the sum of *Thirty five thousand three hundred and fifty pounds*.

To which an amendment was moved—That the blank be filled up with the sum of *Thirty four thousand one hundred pounds*.

And the question being taken upon the amended motion, the Committee divided as follows:—

YEAS.

Mr. Gillmor,
M'Clelan,

Mr. W. E. Perley,
Lewis.

Hon. Mr. Speaker,
Hon. Mr. Tilley,
Hon. Mr. Fisher,
Hon. Mr. Smith,
Hon. Mr. Watters,
Hon. Mr. Brown,
Hon. Mr. Connell,
Mr. Read,
End.
Mitchell,
Tapley,
DesBrisay,
Ferris,
M'Millan,
Hanington,
M'Leod,

NAYS.

Mr. Wright,
C. Perley,
Cudlip,
Tibbits,
Kerr,
Gray,
Williston,
Lawrence,
Botsford,
Allen,
M'Phelim,
M'Intosh,
Scovil,
Wilmot,
Vail,
Gilbert.

Whereupon it was decided in the negative.

The question was then put upon the original motion, for filling up the blank with the sum of *Thirty five thousand three hundred and fifty pounds*.

When

When the Committee again divided as follows :—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. Tapley,	Mr. Kerr,	Mr. M'Intosh,
Hon. Mr. Tilley,	DesBrisay,	Gray,	Scovil,
Hon. Mr. Fisher,	Ferris,	Williston,	Wilmot,
Hon. Mr. Smith,	M'Millan,	Lawrence,	Vail,
Hon. Mr. Watters,	Hanington,	Botsford,	Gilbert,
Hon. Mr. Brown,	M'Leod,	Allen,	W. E. Perley.
Hon. Mr. Connell,	Wright,	M'Phelim,	
Mr. Read,	Gillmor,		
End,	C. Perley,		
Lewis,	Cudlip,		
M'Clelan,	Tibbits.		
Mitchell,			

And it was thereupon carried in the affirmative, and the blank to be filled up with the sum of £35,350.

That the Committee having made further progress in the business referred to them, he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; and

On motion of the Honorable Mr. Tilley,

Ordered, That the House do on Tuesday the 15th day of March instant, again go into Committee of the whole, and resume the consideration of a Supply to be granted to Her Majesty.

The House adjourned until to-morrow morning at 10 o'clock.

Saturday, 12th March, 1859.

Prayers.

Mr. Gilbert moved for leave to bring in—A Bill relating to certain Lands in Queen's County.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Williston moved for leave to bring in—A Bill relating to Mills and Millers.

Leave granted.

The said Bill being brought in was read a first time; and

On motion of Mr. Williston,

Ordered, That the said Bill be referred to the Committee appointed on the 12th day of February last, to take into consideration the Agricultural Interests of the Province to report thereon.

Mr. Gray moved for leave to bring in—A Bill for compensating the Families of Persons killed by accident.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Wright,

Resolved, That the Resolution passed on the 23d day of February last, restricting the going into Committee of the whole House on any Bill before the hour of twelve o'clock at noon of each day until the several Committees have reported upon matters referred to them, be suspended for this day.

Mr. Ferris moved for leave to bring in—A Bill to alter the place for Polling at Elections in the Parish of Brunswick, in Queen's County.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Allen moved for leave to bring in—A Bill to amend the Revised Statutes, Title vi, "Of Municipalities."

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Wright,

The House went into Committee of the whole on—A Bill further to amend the Act relating to Highways, so far as relates to the Parish of Portland, in the County of Saint John.

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. M'Clelan,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency may be pleased to cause to be laid before this House, a detailed Statement of all expenses, incidental or otherwise, incurred since 1852, in the compilation and publication of a Map of this Province; said Statement to shew the amount paid each person engaged in said preparation,—the particular service for which said amounts have been paid, and what portion of the expense, if any, and the items thereof, have been paid without the direct sanction of the Legislature; also full Returns of all Correspondence, Minutes of Council, and other Documents relating to said Map and its publication.

Ordered, That Mr. M'Clelan, Mr. M'Millan, and Mr. Williston, be a Committee to wait upon His Excellency with the Address.

On motion of Mr. DesBrisay,

The House went into Committee of the whole on—A Bill to regulate the time of holding the Circuit Courts in the Counties of Charlotte, Sunbury, York, Kent, and Saint John.

Mr. Tapley in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Mr. Cudlip, by leave, presented a Petition from Messieurs M'Moran and Dunn, of the City and County of Saint John, praying that no Act may pass to incorporate the Olive Free Stone Company; which he read.

Ordered, That the said Petition be received and lie on the Table.

On motion of Mr. Wilmot,

The House went into Committee of the whole on—A Bill relating to Taxation in the several Parishes of the City and County of Saint John.

Mr. DesBrisay in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Allen,

The House went into Committee of the whole on—A Bill to alter the time of holding the Inferior Court of Common Pleas and General Sessions of the Peace for the County of York.

Mr. Gillmor in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made an amendment thereto, and then agreed to the same, under the Title of—

A Bill to alter the time for holding the Inferior Court of Common Pleas and General Sessions of the Peace for the Counties of York and Sunbury.

Ordered, That the Report be accepted, and the Bill engrossed, as amended, under the amended Title.

On

On motion of Mr. Mitchell,

Whereas it is desirable for Commercial Interests, and the general prosperity of this Province, that the principle of Reciprocity of Trade and Commerce recognized by the Imperial Statutes 15 and 16 Victoria, Chapter 17, and acted on by the Imperial Government, should prevail to its greatest extent: And whereas such Act admits to Foreigners, *inter alia*, the right of participating in the carrying trade of the British Empire, on equal terms with British Vessels, and provides, with a view to securing the fullest reciprocity, that Her Most Gracious Majesty, by Order in Council, may suspend such privileges as against any Nation who may refuse to reciprocate with us: And whereas certain Foreign Nations are in the enjoyment of privileges connected with the Coasting Trade and the Registry of their Vessels in British Ports, which we do not enjoy in theirs: And whereas the period has now arrived when the interests of the Empire demand the strict enforcement of the above Statute, and the fullest recognition of the principle of reciprocity, with a view to enforce from Foreign Nations who have hitherto taken advantage of the principle of such Statute, while they have refused to concede similar privileges to British subjects; therefore

Resolved, That an humble Address be presented to Her Majesty on this subject; and further, that the Honorable the Legislative Council be requested to join this House in such Address.

The Resolution being debated; it was

On motion of Mr. Mitchell,

Ordered, That the House do on Wednesday the 16th day of March instant, at the hour of two o'clock, again go into consideration of this Resolution for the proposed Address to Her Majesty.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House the following Documents:—

Annual Return of the New Brunswick Baptist Educational Society at Fredericton, for the year 1858; together with Petition from the Reverend Charles Spurden and John T. Smith, Esquire, on behalf of the Executive Committee of the Society, praying for an additional Grant of money towards the support of the Female Branch of the said Institution:

Petition from the Trustees of the Mount Allison Wesleyan Academy, praying that the usual Grants be made towards the support of the Institution; accompanied by Accounts and Returns of the said Establishment:

Petition of the Reverend Thomas Connolly, George M'Donagh, and Thomas Collins, Trustees of the Roman Catholic School at Woodstock, in the County of Carleton, with a Return of the said School, praying for an increased Grant in aid of the said School:

Petition from the Reverend William Henderson, together with Edward Williston, William Falconer, and thirty others, inhabitants of the Town of Newcastle, in the County of Northumberland, praying for a continuation of the Grant towards the Grammar School at that place:

Petition from the Reverend E. J. Dunphy, together with Robert Rossiter and seventy six others, inhabitants of Carleton, in the City and County of Saint John, for aid towards the support of a Roman Catholic School at that place:

Petition from the Reverend George M. Armstrong, of the City of Saint John, for a Grant in aid towards the support of two Schools at that place for the education of poor Children:

Petition from the Reverend James C. M'Devitt, of Fredericton, for aid towards Roman Catholic Schools in Fredericton; as also continuation of the Grant to the Indian Missionary.

The House adjourned until Monday morning next at 10 o'clock.

Monday, 14th March, 1859.*Prayers.*

Read a second time the following Bills, viz :—

A Bill relating to certain Lands in Queen's County :

A Bill relating to Mills and Millers :

A Bill for compensating the Families of Persons killed by accidents :

A Bill to alter the place for Polling at Elections in the Parish of Brunswick, in Queen's County: and

A Bill to amend the Revised Statutes, Title vi, "Of Municipalities."

Read a third time as engrossed,

A Bill to alter the time for holding the Inferior Courts of Common Pleas and General Sessions of the Peace in the Counties of York and Sunbury.

Resolved, That the Bill do pass.

Ordered, That Mr. Allen take the said Bill to the Council, and desire their concurrence thereto.

On motion of Mr. W. E. Perley,

Resolved, That the consideration of a Bill before the House to amend Chapter 45, Title vi, of the Revised Statutes, "Of Municipalities," be postponed until this day three months.

The Honorable Mr. Fisher moved for leave to bring in—A Bill to establish the Boundary Line between the Provinces of New Brunswick and Nova Scotia.

Leave granted.

The said Bill being brought in was read a first time.

The Honorable Mr. Connell moved for leave to bring in—A Bill to amend the Law relating to Municipalities.

Leave granted.

The said Bill being brought in was read a first time ; and

On motion of the Honorable Mr. Connell,

Resolved, That the said Bill be referred to a Select Committee to examine and report thereon ; and

Ordered, That the Honorable Mr. Connell, Mr. Allen, and Mr. Tapley, do compose the said Committee ; and

On motion of Mr. Allen,

Ordered, That a Bill before the House, and had a second reading, to amend the Revised Statutes, Title vi, "Of Municipalities," be referred to the same Committee.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Copies of various other Documents in connection with the European and North American Railway, in pursuance of an Address of the 21st day of February last.

Schedule of Documents connected with Railway Contracts, &c. and of Correspondence between the Railway Board and Robert Reed, Esquire, Commissioner, while he was in England.

No. 3.—Ballasting Sections 1, 2, 3, and 4.

Tenders for Rock Cutting, &c.

D. P. Myers' Contract, dated 8th June 1857. Not signed.

Tenders for Section 2.

D. P. Myers' Contract, dated 17th February 1857.

Tenders and Notice for Gravel Ballast delivered at Appleby's Wharf.

No. 4.—Excavation, Garden Street.

Advertisement.

Tenders.

Contract, Myers & Brookfield, dated 25th October 1858.

No. 5.—Station Buildings, Saint John.

Advertisement—Tenders.

Contract, J. Brookfield, dated 4th October 1858.

Contract, H. B. Crosby, dated 4th October 1858.

No. 10.—Advertisement and Tenders, 5 Platform Cars, and 2 Passage second Class Cars.

J. Hughes' Contract, dated 15th May 1858.

Advertisement and Tenders, 4 First Class, and 2 second Class Passenger Cars.

J. E. Sayre's Contract, dated 9th November 1858.

Charles Nevins' Contract, dated 9th November 1858.

Advertisement and Tenders, 30 Platform Cars, 6 Box Cars, 4 Horse Cars, 6 Cattle Cars, and a Snow Plough.

Frederick James' Contract, dated 4th December 1858.

No. 11.—Kennebecasis Station.

Advertisement and Tenders.

Alfred Harris' Contract, dated 17th April 1858.

" " " 3rd October 1857.

No. 12.—Copies Contract, Sections 5 and 6.

Plan of European and North American Railway, showing Revised Location.

Topographical Map of Sussex Vale to Moncton.

A set of Tracings Station Grounds, Saint John.

Letters from Railway Chairman, dated 16th November, 1st December, and 14th December 1857; 11th and 25th January 1858; 8th and 22nd February 1858; 22nd March 1858; 6th and 19th April 1858; and 3rd May 1858.

Letters from Mr. Commissioner Reed to Railway Chairman, dated 11th and 18th September 1857; 5th, 20th, and 27th November 1857; 4th, 9th, 18th, and 25th December 1857; 1st, 8th, 9th, and 15th January 1858; 2nd, 6th, 11th, 19th, and 25th and 26th February 1858; 3rd, 10th, 12th, and 26th March 1858; 2nd, 9th, and 12th April 1858; and 7th and 14th May 1858.

Tenders from Messieurs Moran, Galloway & Co.; and

Tenders from Messieurs Ferrie & Brothers.

The Honorable Mr. Tilley, also by command of His Excellency, laid before the House—

Report from Commissioners appointed under an Address of last Session, to enquire into and make an Estimate during the recess, of the probable expense which would be incurred in the removal of the Seat of Government to Saint John, accompanied by Plans of the contemplated Buildings; also

Letter from Thomas Murray, Esquire, one of the Commissioners, assigning his reasons for dissenting from the Report.

(See Appendix.)

On motion of Mr. Chandler,

The House went into Committee of the whole on—A Bill in amendment of an Act to empower and authorize the Justices of the Peace of the County of Charlotte to lease a certain piece of Commons Land in the Parish of Saint Andrews, and to invest the proceeds towards the support of the Poor of said Parish.

The Honorable Mr. Smith in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House, in pursuance of an Address of the 4th day of March instant—

Returns from the Province Treasurer, relative to the state of certain Accounts on the 1st day of March 1859.

Schedule of Documents received from B. Robinson, Esquire, as Provincial Treasurer and Receiver General, in answer to an Address of the House of Assembly.

Statement of moneys received by the Provincial Treasurer, as Treasurer of the Province and Receiver General, from 31st October 1858, to 1st March 1859 :
Statement of all moneys paid or advanced by the Provincial Treasurer, as Treasurer of the Province and Receiver General, from 31st October 1858, to 1st March 1859 :

Statement of the Provincial Treasurer's Account with the Bank of New Brunswick on 1st March 1859, drawn on Cash Credit Account :

Statement of amount deposited to the Credit of Railway Construction Account, on 1st March 1859 :

Statement of the amount to the Credit of the Railway Impost Account, on 1st March 1859 :

Statement of amount of Railway Impost on hand, on 1st March 1859 ; and
Statement shewing where Railway Impost is deposited, and how disposed of.

(See Appendix.)

The Honorable Mr. Tilley, also by command of His Excellency, laid before the House, in pursuance of an Address of the 1st day of March instant—

Copies of various Documents relative to the running of Steamers from Shediac to Prince Edward Island, and between Canada and certain Northern Ports of this Province.

Schedule of Papers relative to Steam Communication between Canada and this Province.

Letter from Provincial Secretary to Messrs. Baby & Co., 19th July 1858 :

Letter from Provincial Secretary to C. Baby, Esquire, dated 27th November 1858 :

Letter from M. W. Baby, Esquire, dated 7th August 1858 :

Letter from Chief Commissioner of Works to Provincial Secretary, 7th January 1859 :

Letter from Provincial Secretary to Francis Baby, Esquire, 27th January 1859 :

Report of Chief Commissioner of Works relative to Tenders for Steamer to run between Canada and Northern Ports of this Province in 1859, with description of the Steamer Arabian, by Mr. Heron, her owner ; and Report on the same Steamer by Mr. Smith, one of our own Inspectors of Steamers :

Provincial Secretary's Letter to His Excellency the Lieutenant Governor, dated 14th March 1859.

(See Appendix.)

The Honorable Mr. Tilley, also by command of His Excellency, laid before the House, in pursuance of an Address of the 12th day of March instant—

Copies of Correspondence and various Documents relative to the publication of a Map of the Province, and the expenses incurred thereon.

(See Appendix.)

On motion of the Honorable Mr. Tilley.

The House again went into Committee of the whole on—A Bill to incorporate the Victoria Suspension Bridge Company.

Mr. Steadman in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their further consideration, had made an amendment thereto, and then agreed to the same.

Ordered, That the Report be accepted, and the Bill engrossed as amended.

On

On motion of Mr. Tibbits.

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to direct to be laid before the House copies of any Minutes of the Executive Council in reference to the discontinuance of the Office of Receiver General; also copies of all Correspondence had with the Provincial Treasurer, or the Deputy Treasurer, at Fredericton, or either of them; and a statement of the Emoluments or Fees paid or promised or contemplated to the Officer or Officers discharging that duty since the demise of the late Receiver General.

Ordered, That Mr. Tibbits, Mr. Gillmor, and Mr. W. E. Perley, be a Committee to wait upon His Excellency with the Address.

Mr. Williston, from the Committee to whom was referred the subject of giving authority to Church Corporations to sell and dispose of Church Lands, submitted a Report; and he having read the same, handed it in at the Clerk's Table, where it was again read, and is as follows:—

“The Committee appointed on the 16th day of February last to take into consideration the subject of the sale of Glebe and Church Lands, by the Rector, Church Wardens and Vestry of the several Churches in this Province, and of all religious bodies having properties in charge, report—

“That they have taken the subject matter into consideration, and beg to report the following Bill for the consideration of this Honorable House:—

“A Bill to regulate the sale and disposal of Church and Glebe Lands of the Church of England in this Province.”

EDWARD WILLISTON, *Chairman*.

Committee Room, 14th March 1859.

Ordered, That the Report be accepted, and the Committee continued to enable them to make further report upon the matters referred for their consideration.

The Bill, as reported by the Committee, being then handed in, was read a first time.

On motion of Mr. Kerr,

The House again went into Committee of the whole on—A Bill relating to the settlement and support of the Poor in this Province.

Mr. Gillmor in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again before them, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; and

On motion of Mr. Kerr,

Resolved, That the said Bill be referred to a Select Committee to examine and report thereon; and

Ordered, That Mr. Kerr, Mr. Chandler, and the Honorable Mr. Smith, do compose the said Committee.

The Honorable Mr. Fisher moved for leave to bring in—A Bill to place certain Public Buildings under the control of the Board of Works.

Leave granted.

The said Bill being brought in was read a first time.

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Connell, a Member of Her Majesty's Executive Council, by command of His Excellency, delivered the following Message:—

“New Brunswick.

“Message to the House of Assembly, 14th March, 1859.

“J. H. T. MANNERS-SUTTON.

“His Excellency the Lieutenant Governor lays before the House of Assembly a copy of the Third Report of the Postmaster General, on the Post Office Department.”

J. H. T. M-S.

(See Report in Appendix.)

On motion of the Honorable Mr. Tilley,
The House again went into Committee of the whole on—A Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a “Medical Council of Health” in the Province of New Brunswick.

Mr. Lewis in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again before them, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Kerr,

The House again went into committee of the whole on—A Bill to incorporate the Synod of the Presbyterian Church of New Brunswick, in connection with the Established Church of Scotland.

The Honorable Mr. Smith in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again before them, and the 1st Section thereof being under their consideration, the following amendment was moved to be added at the close thereof:—

“Provided always, that nothing in this Act contained shall extend to or effect any Church, or lands or tenements, or other property, real or personal, conveyed to or vested in or belonging to or held for the use of any Corporation in connection with the Presbyterian Church of New Brunswick, or any other Church or Church Corporations.”

Upon the question, the Committee divided as follows:—

YEAS.

Hon. Mr. Connell,
Mr. Williston,
Lewis,
M^cClelan,
W. E. Perley,
Tapley,

Mr. Ferris.
M^cMillan,
Gillmor,
Tibbits,
Chandler.

NAYS.

Hon. Mr. Speaker,
Mr. Kerr,
End,
Mitchell,

Mr. Allen,
Wilmot,
Hanington,
Wright.

And it was thereupon carried in the affirmative.

That the Committee then made further progress in the Bill, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

The House adjourned until to-morrow morning at 10 o'clock.

Tuesday. 15th March, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill to establish the Boundary Line between the Provinces of New Brunswick and Nova Scotia :

A Bill to amend the Law relating to Municipalities :

A Bill to regulate the sale and disposal of Church and Glebe Lands of the Church of England in this Province: and

A Bill to place certain Public Buildings under the control of the Board of Works.

Read a third time as engrossed,

A Bill to incorporate the Victoria Suspension Bridge Company.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Tilley take the said Bill to the Council, and desire their concurrence thereto.

On motion of Mr. Tibbits,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause to be laid before this House,

House, a copy of the Report of James A. Harding and William M'D. Dawson, Esquires, Commissioners appointed on the part of Canada and this Province to enquire into and report upon the state of the Disputed Territory Fund: Also the Petition of Benjamin Beveridge, Esquire, laid before the Executive, praying that the sum of £366 12 6 be paid over to him from that Fund; also all Papers laid before the Government in support of his claim; together with all Correspondence which may have passed between Mr. Beveridge and the Executive, and between Messieurs Robert Rankin and Company and the Executive, in reference to Mr. Beveridge's claim.

Ordered, That Mr. Tibbits, Mr. Gillmor, and Mr. Scovil, be a Committee to wait upon His Excellency with the Address.

On motion of Mr. Steadman,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to lay before this House the Petition of W. R. M. Burtis, of the City of Saint John, laid before His Excellency in Council, and praying relief in respect to Railway damages, with information as to what action, if any, the Executive Government have taken thereon.

Ordered, That Mr. Steadman, Mr. M'Clelan, and Mr. W. E. Perley, be a Committee to wait upon His Excellency with the Address.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House, in pursuance of an Address of the 21st day of February last—

Copies of various other Documents and Returns relative to the European and North American Railway Company.

On motion of the Honorable Mr. Tilley,

That the House proceed to the Order of the Day of the 11th day of March instant, to go into Committee of the whole and resume the further consideration of a Supply to be granted to Her Majesty.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Steadman in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee proceeding further in the business referred to them, had passed the following Resolutions:—

5. *Resolved*, That a sum not exceeding £3,027 10s. be granted to His Excellency the Lieutenant Governor, to provide for certain Educational purposes:—

6. *Resolved*, That a sum not exceeding £150 be granted to His Excellency the Lieutenant Governor, for the encouragement of the erection of Oat Mills:

7. *Resolved*, That a sum not exceeding £80 be granted to His Excellency the Lieutenant Governor, for the protection of the Fisheries:

8. *Resolved*, That a sum not exceeding £1,500 be granted to His Excellency the Lieutenant Governor, for the expenses of the Provincial Penitentiary:

9. *Resolved*, That a sum not exceeding £4,000 be granted to His Excellency the Lieutenant Governor, to provide for the expenses of the Lunatic Asylum:

10. *Resolved*, That a sum not exceeding £600 be granted to His Excellency the Lieutenant Governor, to provide for the maintaining of the Tracadie Lazaretto:

11. *Resolved*, That a sum not exceeding £180 be granted to His Excellency the Lieutenant Governor, to provide the usual allowance to certain old Soldiers of the Revolutionary War, their Widows, and others:

12. *Resolved*, That a sum not exceeding £300 be granted to His Excellency the Lieutenant Governor, for the relief of Indians:

13. *Resolved*, That a sum not exceeding £500 be granted to His Excellency the Lieutenant Governor, for the encouragement of Immigration:

14. *Resolved*, That a sum not exceeding £1000 be granted to His Excellency the Lieutenant Governor, to meet unforeseen expenses during the current year.

Ordered, That the Report be accepted, and the Resolutions passed in Supply from time to time, adopted by the House.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill to alter and amend Chapter 62, Title viii, of the Revised Statutes, "Of the protection of Sheep and Moose,"

Without making any amendment thereto.

And that they had also agreed to—

The Bill to incorporate the Lepreaux Manufacturing Company: and

The Bill for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and also for the incorporating the several Congregations connected therewith;

With certain amendments, to which they desire the concurrence of the Assembly.

The amendments made by the Legislative Council to—The Bill to incorporate the Lepreaux Manufacturing Company,—were severally read a first and second times, and are as follow:—

At A. Section 1, insert the words "for the purposes aforesaid."

At B. Section 2, expunge the word "either."

At C. expunge the words "or by assessing such increase upon the original number of shares," and insert as follows—"such additional shares to be disposed of either at public or private sale, in such manner as a majority of the stockholders in number and amount may determine at any general or special meeting of the stockholders legally called."

Ordered, That this Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

The amendments made by the Legislative Council to—The Bill for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and also for the incorporating the several Congregations connected therewith,—were severally read a first and second times, and are as follow:—

At A. Section 1, insert the words "Church known as the."

At B. insert the words "Church known as the."

At C. Section 2, expunge the words "of the Presbyterian Church of New Brunswick."

At D. Section 5, expunge the words "Presbyterian Church," and insert the word "Synod."

At E. expunge the words "Presbyterian Church of New Brunswick," and insert the word "Synod."

At F. insert the words "or held for the use of."

At G. insert the words "or Church."

At H. Section 6, expunge the words "Presbyterian Church," and insert the word "Synod."

At I. expunge the words "of the Presbyterian Church of New Brunswick."

At K. in the Title, expunge the remainder of the Title, and insert the words "incorporating the Synod of the Church known as the Presbyterian Church of New Brunswick, and the several Congregations connected therewith."

Ordered, That this Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

The Honorable Mr. Tilley moved for leave to bring in—A Bill to provide for defraying certain expenses of the Civil Government of the Province.

Leave granted.

The said Bill being brought in was read a first time.

The Honorable Mr. Tilley moved for leave to bring in—A Bill to provide for the repair and improvement of Roads and Bridges and other Public Works and Services.

Leave granted.

The said Bill being brought in was read a first time.

The Honorable Mr. Brown, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

A Document giving certain information relative to Grants to the Church Corporation of Trinity Church, in the Parish of Sussex, in King's County, and the Governor and Trustees of the Madras Board, of a Tract of Land on Ward's Creek in the said Parish; accompanied by copy of a Petition from the said Church Corporation in reference to the said Land.

The Honorable Mr. Tilley, by leave, presented a Petition from the Mayor, Aldermen, and Commonalty of the City of Saint John, against the passing of an Act authorizing a further assessment for the payment of interest to the owners of Land and Property taken for the opening of Canterbury Street in the said City; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Lawrence moved for leave to bring in—A Bill to extend the jurisdiction of the Police Magistrate of the City of Saint John to Carleton, and for other purposes.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Lawrence also moved for leave to bring in—A Bill to enlarge the jurisdiction of the City Court of the City of Saint John.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Wilmot, by leave, presented a Petition from Charles Ketchum and R. Salter, Esquires, together with E. D. Jewett, A. Cushing, and one hundred and eighty six others, inhabitants of Carleton, in the City of Saint John, praying that no Act may pass to alter the present Law for supplying that place with Water, until the existing Contract is completed; which he read.

Ordered, That the said Petition be received and lie on the Table.

On motion of Mr. Allen,

Resolved, That the Machine invented by John M. Taylor, of Fredericton, for more conveniently ascertaining the Yeas and Nays on divisions, is highly approved of by this House, and that four of these Machines be procured for the use of the House; the expense of which should be included in the Contingent Account of this Session.

Mr. Lawrence, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of the 8th day of March instant, praying that authority be extended to Vessels entered at the Customs and Treasury Departments at the City of Saint John, to discharge their cargoes at Carleton, on the western side of the Harbour, reported, that they had attended thereto, and His Excellency was pleased to say—That he would consult his Council with respect to the Address.

The House adjourned until to-morrow morning at 10 o'clock.

Wednesday, 16th March, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill to provide for defraying certain expenses of the Civil Government of the Province:

A Bill to provide for the repair and improvement of Roads and Bridges and other Public Works and Services:

A Bill to extend the jurisdiction of the Police Magistrate of the City of Saint John to Carleton, and for other purposes: and

A Bill to enlarge the jurisdiction of the City Court of the City of Saint John.

According to the Order of yesterday, the amendments made by the Legislative Council to—The Bill to incorporate the Lepreaux Manufacturing Company,—were severally read a third time.

Resolved,

Resolved, That the House do concur therein.

Ordered, That the Honorable Mr. Tilley return the Bill, with the amendments, to the Council, and acquaint them therewith.

According to the Order of yesterday, the amendments made by the Legislative Council to—The Bill for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and also for the incorporating the several Congregations connected therewith,—were severally read a third time, under the amended Title.

Resolved, That the House do concur therein.

Ordered, That Mr. M'Adam return the Bill, with the amendments, to the Council, and acquaint them therewith.

Mr. Cudlip, by leave, presented a Petition from William J. Starr and others, Agents at Saint John for English Insurance Companies, praying that no Act may pass which would subject such Agencies to taxation; which he read.

Ordered, That the said Petition be received and lie on the Table.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House, in pursuance of an Address of the 21st day of February last—

Copies of various other Documents and Returns in connection with the European and North American Railway Company.

The Honorable Mr. Tilley, also by command of His Excellency, laid before the House—

Returns and Communications relative to proceedings had in the several Probate Courts in the Province during the year 1856, as asked for by an Address of the House on the 3rd day of March 1857.

Mr. M'Leod, by leave, presented the following Petitions, viz:—

From Thomas C. Sharp and J. D. Baxter, Esquires, together with two hundred and thirty others:

From James Fairweather and Richard Simonds, Esquires, together with one hundred and three others:

From Christopher Burnett, John W. Wiggins, and seventeen others:

From Elias S. Wetmore, Esquire, John Leavitt, and one hundred and thirty two others:

From Thomas O. Arnold, Esquire, John Parlee, and one hundred and fifty four others:

From William M'Cready, John C. Robertson, and one hundred and fifteen others:

From Craven Longstroth, Esquire, William H. Darrah, and one hundred and fifty nine others:

From John Barberie, Esquire, Seth Scribner, and one hundred and twelve others:

From William C. Rider, Robert Seeley, and two hundred and twenty others: and

From Samuel Hallett and George Flewwelling, Esquires, together with two hundred others:

Justices of the Peace and inhabitants of King's County; praying that a Bill before the House to authorize the removal of the Shire Town of the said County, may pass into a Law; which he severally read.

Ordered, That the said Petitions be received and lie on the Table.

Mr. Lawrence, by leave, presented a Petition from the Mayor, Aldermen, and Commonalty of the City of Saint John, praying that a Bill before the House to extend the jurisdiction of the Police Magistrate of the City of Saint John to Carleton, on the west side of the Harbour, and for other purposes, may pass into a Law; which he read.

Ordered, That the said Petition be received and lie on the Table.

On motion of the Honorable Mr. Tilley,

The House again went into Committee of the whole on—A Bill imposing Duties for raising a Revenue.

Mr. Vail in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The

The Chairman reported, that the Committee having the Bill again before them, had gone through the several enacting clauses thereof, and then proceeded to the consideration of "The Table of Duties," the *ad-valorem* Scale of which, among other things, provides for a Duty to be imposed on "all other Goods, Wares, and Merchandize, not herein otherwise charged with Duty, and not hereafter declared to be free from Duty, for every one hundred pounds of the true and real value thereof, the sum of £12 10s."

To which an amendment was moved—To expunge the sum of £12 10s., and substitute that of £10.

And upon the question for the amendment, the Committee divided as follows:—

YEAS.		NAYS.	
Mr. Kerr,	Mr. M'Phelim,	Hon. Mr. Speaker,	Mr. Tapley,
Gray,	M'Intosh,	Hon. Mr. Tilley,	DesBrisay,
Williston,	Scovil,	Hon. Mr. Fisher,	Ferris.
Lawrence,	Wilmot,	Hon. Mr. Smith,	M'Millan,
Botsford,	Gilbert,	Hon. Mr. Watters,	Hanington,
Allen,	M'Clelan,	Hon. Mr. Brown,	M'Leod,
		Hon. Mr. Connell,	Wright,
		Mr. Read,	Gillmor,
		End,	C. Perley,
		Lewis,	Cudlip,
		Steadman,	Tibbits,
		M'Adam,	Chandler.

Whereupon it was decided in the negative.

The question was then taken upon the original sum of £12 10s. as provided by the said Scale or Table of Duties.

When the Committee again divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. Tapley,	Mr. Kerr,	Mr. M'Phelim,
Hon. Mr. Tilley,	DesBrisay,	Gray,	M'Intosh,
Hon. Mr. Fisher,	Ferris,	Williston,	Scovil,
Hon. Mr. Smith,	M'Millan,	Lawrence,	Wilmot,
Hon. Mr. Watters,	Hanington,	Botsford,	Gilbert,
Hon. Mr. Brown,	M'Leod,	Allen,	M'Clelan.
Hon. Mr. Connell,	Wright,		
Mr. Read,	Gillmor,		
End,	C. Perley,		
Lewis,	Cudlip,		
Steadman,	Tibbits,		
M'Adam,	Chandler.		

And it was thereupon carried in the affirmative, and that rate of Duty thus sustained.

That the Committee then having gone through the Bill, had agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. End,

Ordered, That the House do on Saturday the 19th day of March instant, go into Committee of the whole on—A Bill to abolish Judges' Fees in the Supreme Court.

On motion of Mr. M'Adam,

Ordered, That the House do on Monday the 21st day of March instant, go into Committee of the whole on—A Bill to suspend the Grant to King's College, so far as relates to the sum of eleven hundred pounds paid out of the Revenues of this Province, and not included in the Civil List.

On motion of the Honorable Mr. Fisher,

Whereas the House having been informed of the sudden death of John M. Johnson, Esquire, Father of the Honorable the Speaker of this House, at his residence in Chatham;

Resolved, unanimously, That this House, sympathizing with Mr. Speaker in this unexpected bereavement, do forthwith adjourn over until Friday next.

The House accordingly adjourned until Friday morning at 10 o'clock.

Friday, 18th March, 1859.

Prayers.

Mr. Gray, by leave, presented a Petition from William Olive, James Olive, and J. C. Littlehale, Esquires, together with one hundred and thirty one others, inhabitants of Carleton, in the City of Saint John, praying that an Act may pass placing the appointment of the Commissioners for Water Supply and Sewerage at that place in the Common Council of the said City; which he read.

Ordered, That the said Petition be received and lie on the Table.

Mr. Gray moved for leave to bring in—A Bill to place the appointment of Commissioners of Water Supply and Sewerage for Carleton, in the City of Saint John, in the Common Council of the said City, and for other purposes.

And upon the question, that the twenty fifth Rule of the House, which requires Bills of a private or local nature to be read at the Court of Nisi Prius or General Sessions of the Peace, in the presence of the Grand Jury, or published in some Newspaper, be dispensed with in this instance, and leave granted to introduce the Bill, it was decided in the negative.

On motion of Mr. Mitchell,

That the House proceed to the Order of the Day of the 12th day of March instant, to go into further consideration of a Resolution submitted on that day, for an Address to Her Majesty upon the subject of the Navigation Laws, which Order was adjourned over by operation of the twenty third Rule of the House.

The Order of the Day being read, the House according thereto resumed the consideration of the said Resolution, and the same being read from the Chair, as amended by the mover thereof, is as follows:—

“Whereas it is desirable for commercial interests, and the general prosperity of this Province, that the principle of Reciprocity of Trade and Commerce, recognized by the Imperial Statute of 15 and 16 Victoria, Chapter 17, and acted on by the Imperial Government, should prevail to its greatest extent: And whereas such Act admits to Foreigners, *inter aliu*, the right of participating in the carrying trade of the British Empire on equal terms with British Vessels. and provides, with a view to securing the fullest reciprocity, that Her most gracious Majesty, by Order in Council, may suspend such privileges as against any Nation who may refuse to reciprocate with us: And whereas certain Foreign Nations are in the enjoyment of privileges connected with the Coasting Trade, and the Registry of their Vessels in British Ports, which we do not enjoy in theirs: And whereas the period has now arrived when the interests of the Empire require that the British Government should take such steps as would induce the fullest recognition of the principle and practice of reciprocity on the part of all Foreign Nations who now enjoy the privileges heretofore referred to in British Ports; therefore

“*Resolved*, That an humble Address be presented to Her Majesty on this subject; and further, that the Honorable the Legislative Council be requested to join this House in such Address.”

It being further debated,—The question was put thereon for adopting the same as amended, when—

The House divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Tilley,	Mr. Botsford,	Hon. Mr. Fisher,	Mr. M'Intosh,
Hon. Mr. Smith,	M'Adam,	Hon. Mr. Brown,	Gilmor,
Hon. Mr. Watters,	W. E. Perley,	Mr. Williston,	C. Perley.
Mr. Kerr,	Tapley,	Lewis,	Tibbits,
Read,	Ferris,	Steadman,	Chandler.
Gray,	Scovil,	M'Phelim,	
End,	Hanington,		
M'Millan,	M'Leod,		
Mitchell,	Wright,		
Lawrence,	Cudlip.		

Whereupon it carried in the affirmative; and

Ordered, That Mr. Mitchell communicate the said Resolution to the Council.

Mr.

Mr. Lawrence, by leave, presented a Petition from the Mayor, Aldermen, and Commonalty of the City of Saint John, praying that an Act may pass extending the jurisdiction of the City Court of the said City; which he read.

Ordered, That the said Petition be received and lie on the Table.

Read a third time as engrossed,
A Bill imposing Duties for raising a Revenue.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Tilley take the said Bill to the Council, and desire their concurrence thereto.

On motion of Mr. Gray,

The House again went into Committee of the whole on—A Bill to enable parties having claims against the Province of New Brunswick to have the same adjudicated upon by the Courts of Law.

Mr. Wright in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again before them, and proceeding therein, it was moved—

That the further consideration of the said Bill be postponed for three months.

Upon the question, the Committee divided as follows:—

YEAS.

Hon. Mr. Speaker,	Mr. Kerr,
Hon. Mr. Fisher,	Lewis,
Hon. Mr. Watters,	M. Adam,
Hon. Mr. Connell,	C. Perley.

NAYS.

Hon. Mr. Tilley,	Mr. Tapley,
Hon. Mr. Brown,	DesBrisay,
Mr. Read,	Ferris,
Gray,	M. Intosh,
Williston,	Scovil,
End,	Wilmot,
M. Millan,	Vail,
Mitchell,	Hanington,
Steadman,	M. Leod,
Lawrence,	Gillmor,
Botsford,	Cudlip,
Allen,	Tibbits,
M. Phelim,	Chandler.
W. E. Perley,	

Whereupon it was decided in the negative.

That the Committee then made further progress in the Bill, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Mr. Tibbits, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of the 14th day of March instant, for copies of any Minutes of Council in reference to the discontinuance of the Office of Receiver General; and of Correspondence had with the Provincial Treasurer or Deputy Treasurer at Fredericton, in connection with that Office; as also a statement of Fees or Emoluments to the Officer discharging the duty since the death of the late Receiver General, reported—That they had attended thereto, and His Excellency was pleased to say—that he would reply thereto by Message.

Mr. Tibbits also, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of the 15th day of March instant, for copy of Report of James A. Harding and William M. D. Dawson, Esquires, Commissioners on the part of Canada and this Province, to enquire into the state of the Disputed Territory Fund; as also for information relative to the claim of Benjamin Beveridge, Esquire, on the said Fund, reported—That they had attended thereto, and His Excellency was pleased to say—that he would give directions that the information desired by the House should be laid before them.

On motion of the Honorable Mr. Smith,

The House went into Committee of the whole on—A Bill in amendment of the Law relating to Highways.

Mr.

Mr. DesBrisay in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, the following was moved:—

Resolved, That the further consideration of this Bill be postponed for three months.

Upon the question, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. Tapley,	Hon. Mr. Smith,	Mr. Read,
Hon. Mr. Tilley,	Ferris,	Mr. Kerr,	Botsford.
Hon. Mr. Fisher,	M. Losh,		
Hon. Mr. Watters,	Scovil,		
Hon. Mr. Brown,	Vail,		
Hon. Mr. Connell,	M. Millan,		
Mr. Gray,	Hanington,		
Williston,	M. Leod,		
Lewis,	Wright,		
Mitchell,	Gillmor,		
Lawrence,	C. Perley,		
Allen,	Cudlip,		
M. Phelim,	Tibbits,		
M. Adam,	Chandler,		
W. E. Perley,	Gilbert.		

And it was thereupon carried in the affirmative.

Ordered, That the Report be accepted, and the Bill accordingly postponed for three months.

Mr. Steadman, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the 15th day of March instant, for Petition of W. R. M. Burtis, of the City of Saint John, for relief in respect to Railway Damages, to be laid before the House; as also information relative to the action of the Government had thereon, reported—That they had attended thereto, and His Excellency was pleased to say—that he would comply with the wishes of the House.

On motion of Mr. Lawrence,

The House went into Committee of the whole on—A Bill in addition to and in amendment of an Act, intituled “An Act to further amend an Act to authorize the opening of a Street from Church Street to Princess Street, in the City of Saint John.”

Mr. Vail in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of the Honorable Mr. Tilley,

The House went into Committee of the whole on—A Bill to provide for defraying certain expenses of the Civil Government of the Province.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On like motion of the Honorable Mr. Tilley,

The House went into Committee of the whole on—A Bill to provide for the repair and improvement of Roads and Bridges, and other Public Works and Services.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

The Honorable Mr. Fisher moved for leave to bring in—A Bill relating to the administration of Justice.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. DesBrisay,

Resolved, That this House do now adjourn to meet to-morrow morning at nine o'clock.

And upon the question, the House divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Smith,	Mr. M'Millan,	Hon. Mr. Tilley,	Mr. Tapley,
Hon. Mr. Connell,	Wright,	Hon. Mr. Fisher,	M'Intosh,
Mr. Kerr,	Gillmor,	Hon. Mr. Watters,	Scovil,
M'Adam,	C. Perley,	Mr. Gray,	Wilmot,
W. E. Perley,	Cudlip,	Williston,	Vail,
DesBrisay,	Gilbert.	Lawrence,	Hanington,
Ferris,		Botsford,	M'Leod.
		Allen,	

Whereupon it was decided in the negative.

It was then moved—That the House do adjourn to meet to-morrow at the hour of ten o'clock.

Upon this question, the House again divided—

YEAS 16.

NAYS 12.

And it was thereupon carried in the affirmative.

The House accordingly adjourned until to-morrow morning at 10 o'clock.

Saturday, 19th March, 1859.

Prayers.

Read a second time—

A Bill relating to the administration of Justice.

Read a third time as engrossed,

A Bill to provide for defraying certain expenses of the Civil Government of the Province.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Tilley take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed.

A Bill to provide for the repair and improvement of Roads and Bridges and other Public Works and Services.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Tilley also take this Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill in addition to and in amendment of an Act intituled "An Act to further amend an Act to authorize the opening of a Street from Church Street to Princess Street, in the City of Saint John."

Resolved, That the Bill do pass.

Ordered, That Mr. Lawrence take the said Bill to the Council, and desire their concurrence thereto.

The Honorable Mr. Fisher moved for leave to bring in—A Bill to provide for the support of Lunatics committed to the Provincial Lunatic Asylum.

Leave granted.

The said Bill being brought in was read a first time.

On motion of the Honorable Mr. Fisher,
The House went into Committee of the whole on—A Bill to place certain Public Buildings under the control of the Board of Works.

Mr. Williston in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Gray,

The House went into Committee of the whole on—A Bill relating to the Law of Evidence.

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them, the first Section thereof was under their consideration, and is as follows:—

“1. That from and after the passing of this Act, persons on their defence in Bastardy cases shall be entitled to be sworn, and give evidence according to the practice of the Court in which such cases may be now or hereafter pending, any law, usage or custom to the contrary thereof in any wise notwithstanding.”

And upon the question for adopting the same, the Committee divided as follows:—

YEAS.

Hon. Mr. Tilley,
Hon. Mr. Smith,
Hon. Mr. Watters,
Mr. Gray,
End,
M'Clelan,
Mitchell,
Lawrence,

Mr. Botsford,
M'Adam,
DesBrisay,
M'Intosh,
Scovil,
Wilmot,
Vail,
Cudlip.

NAYS.

Hon. Mr. Speaker,
Hon. Mr. Brown,
Hon. Mr. Connell,
Mr. Kerr,
Read,
Williston,
Lewis,
Steadman,
Allen,

Mr. M'Phelim,
Ferris,
M'Millan,
Hanington,
Wright,
Gillmor,
C. Perley,
Tibbits,
Chandler.

Whereupon it was decided in the negative.

That the Committee then took up the remaining Section of the Bill, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed as amended.

Mr. Cudlip, from the Committee to whom was referred a Petition from Thomas O'Keleher, in reference to a grant of Land made to one Richard Hosford, submitted their Report; and he having read the same, it was handed in at the Clerk's Table, where it was again read, and is as follows:—

“The Committee appointed on the fifteenth day of February last, to take into consideration the Petition of Thomas O'Keleher, of Saint John, praying that a grant of Land to Richard Hosford may be cancelled, report—

“That the Committee having carefully and maturely investigated the subject matter of the said Petition, and having examined the documentary evidence connected with the matter, submit the following Report:—

“That this Petition appears to have been presented on behalf of Michael O'Keleher, deceased, the petitioner alleging that he is brother to the deceased: That it appears to your Committee that Michael O'Keleher in 1844 had settled upon, improved, and built a log house upon Lot 110, in Mount Theobald Settlement, County of Saint John, and that he continued to improve and reside upon the same up to the period of his death, which occurred in 1857: That he had applied for a grant of this Lot under the provisions of the Labour Act, and by a certificate of John Jordan, Esquire, Commissioner, dated 28th October, 1856, it appears—“That in the Summer of 1853 and 1854 Michael O'Keleher performed work on the Mount Theobald Road, and in the erection of three Bridges, to the amount of seventeen pounds, it being intended at the time to pay for Lot 110 in that Settlement, upon which Lot he had built a log house, made considerable clearing, and resided upon it many years.” That it appears by a Petition on file in the Crown Land Office, that on the 6th day of January 1853,

Richard

Richard Hosford, by his Agent John F. Godard, applied for a grant of 100 acres of Land, comprising the eastern halves of Lots 107 and 110, for actual settlement, which Land was by the said Petition represented to be *vacant*, surveyed, and *not improved*. That in Council, January 11th, 1853, this petition was "not complied with," and again in Council, 26th March 1853, was "not complied with." But in Council, 4th May 1853, "was complied with," and June 1st, 1853, the then Surveyor General ordered the Grant to issue, which did accordingly issue in favour of Richard Hosford.

"That it does not appear that Richard Hosford, or any person on his behalf, paid any consideration whatever for this Grant, his claim to the favourable consideration of the Government appearing to be grounded on an assignment to him and one Nicholas Hosford, by one James M'Keage, of a Location Ticket, dated 26th November 1832, of 100 acres of Land, described therein as No. 13, situated on the third tier of Deputy Fairweather's survey, Washademoak. That it does not appear that John M'Keage (had his Location Ticket been legally assignable,) ever complied with the conditions set forth in the said Location Ticket, which, it will be observed, was applicable to land at the Washademoak far distant from Mount Theobald.

"That it appears by a Petition on file in the Crown Land Office, that on the 28th April 1855, Michael O'Keleher remonstrated against the grant to Richard Hosford, to which, in Council 19th October 1855, it was answered "The Crown has no power to cancel the Grant." That it appears by another Petition, also on file, that on December 24th, 1856, Michael O'Keleher brought his complaint again under the consideration of the Government, to which, February 6th, 1857, the answer was given, "Land already granted."

"That it appears by the Records of the County of Saint John, that Richard Hosford, by Deed dated 24th January 1854, for the consideration of £10, conveyed the eastern half of Lot 110 to John F. Godard.

"The Committee cannot escape from the conclusion that the issuing of this Grant to Richard Hosford was an act of injustice to Michael O'Keleher; that the Government had been deceived by the representations contained in the original Petition of Richard Hosford, describing the land as *vacant and unimproved*, a statement entirely unfounded on fact.

"The Committee, aware of the validity which the Law attaches to Grants of the Crown, is also aware that Grants of the Crown obtained by fraud or deception are not irrevocable, and are of opinion, that the present is a case in which proceedings to repeal the Grant to Richard Hosford of eastern half of Lot 110, in Mount Theobald Settlement should be instituted, and that a Grant of the same ought to issue to the heirs of Michael O'Keleher."

Respectfully submitted.

JOHN W. CUDLIP,
WILLIAM END.

Committee Room, 18th March, 1859.

Ordered, That the Report be accepted.

On motion of Mr. Kerr,

Ordered, That the House do on Tuesday the 22nd day of March instant, again go into Committee of the whole on—A Bill to repeal an Act intituled "An Act to amend the Law for the relief of Insolvent Debtors."

On motion of Mr. Botsford,

The House went into Committee of the whole on—A Bill to amend an Act intituled "An Act to incorporate the Town of Moncton."

Mr. Mitchell in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them, proceeded therein to the third Section thereof, and which is as follows:—

"3. That Town Council shall demand and receive from all persons born within the limits of the said Town, the sum of two shillings and six pence, and from all other persons not less than twenty shillings, nor more than forty shillings, for registering his name in such Register of Freemen as aforesaid, which sum shall be considered as Revenue for the Town."

The question being taken for adopting the same, when the Committee divided, and it was decided in the negative.

It

It was then moved—That the question upon the said third Section be reconsidered
Upon this question, the Committee divided as follows:—

YEAS.

Hon. Mr. Smith,	Mr. Botsford,
Hon. Mr. Watters,	Allen.
Mr. Kerr,	M·Adam,
Williston,	Ferris,
End,	M·Leod,
Lewis,	Cudlip,
M·Clelan,	C. Perley,
M·Millan,	Chandler.
Lawrence,	

NAYS.

Hon. Mr. Speaker,	Mr. M·Intosh,
Hon. Mr. Tilley,	Gillmor,
Hon. Mr. Fisher,	Wright,
Hon. Mr. Brown,	Tibbits.
Mr. Steadman,	

And it was thereupon carried in the affirmative.

The Section being then again under consideration, the question was put thereon, when the Committee divided—

YEAS 14.

NAYS 8.

And it was thereupon carried in the affirmative, and the Section adopted.

That the Committee then went through the remaining Sections of the Bill, and agreed to the same.

Ordered, That the report be accepted and the Bill engrossed.

On motion of Mr. Cudlip,

Ordered, That the House do on Wednesday the 23rd day of March instant, go into Committee of the whole on—A Bill to amend an Act intituled “An Act to provide for the expenses of the Legislature.”

On motion of Mr. Mitchell,

Ordered, That the House do on Wednesday the 23rd day of March instant, at the hour of two o'clock, p. m., go into Committee of the whole on—A Bill to afford greater facilities for obtaining Licences to cut and carry away Lumber from off Crown Lands.

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Fisher, a Member of Her Majesty's Executive Council, by command of His Excellency, delivered the following Message:—

“New Brunswick.

“Message to the House of Assembly, 19th March, 1859.

“J. H. T. MANNERS-SUTTON.

“His Excellency the Lieutenant Governor, with reference to the Joint Address of the Legislative Council and House of Assembly, (of the 6th April 1858,) to Her Majesty, relative to the Drawback on Foreign Deals exported from Great Britain, which is not allowed on Deals of British Colonial origin, lays before the House a copy—

- “1. Of a Despatch from the Lieutenant Governor to the Secretary of State, dated 13th April 1858, No. 21:
- “2. Of a Despatch from the Secretary of State to the Lieutenant Governor, dated 26th July 1858, No. 8, with Enclosures.”

J. H. T. M-S.

The Documents communicated by this Message, being read at the Clerk's Table, are as follow:—

DRAWBACK ON FOREIGN DEALS.

(Copy)—No. 21.

Government House, Fredericton, N. B., April 13th, 1858.

MY LORD,—I have the honor to forward to your Lordship, for presentation to Her Majesty, a Joint Address to Her Majesty (herein enclosed) from the Legislative Council and House of Assembly of this Province, praying that a Drawback may be allowed on the re-exportation from Great Britain of the Duty levied there on Sawed Lumber and Deals, the produce of Her Majesty's North American Dominions.

Your Lordship will observe that in this Address reference is made to a previous representation on the same subject, to which it was my duty to request the attention of Her Majesty's

Government

Government in the year 1854. I believe that the facts of the case are correctly stated in my Despatch of 8th December of that year, No. 26; but I may perhaps observe, that the long-continued and existing depression in the Wood Trade of the Province, has invested the question with an importance which perhaps scarcely belonged to it in the year 1854.

It is right that I should add, that concurrently with the Address to Her Majesty being placed in my hands for transmission to your Lordship, an Address was presented to me on the same subject, (a copy of which, as well as of my reply to it is enclosed,) which Address has been referred by me to my Council for their consideration.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

The Right Honorable Lord Stanley, M. P., &c. &c. &c., Colonial Office.

(Copy)—No. 8.

Downing Street, 26th July, 1858.

SIR,—I have the honor to acknowledge the receipt of your Despatch, No. 21, of the 18th of April, enclosing an Address to the Queen from the Legislative Council and House of Assembly of New Brunswick, praying that a Drawback may be allowed of the Duty levied in the United Kingdom upon the importation of Sawed Lumber and Deals, the produce of the British North American Provinces.

You will acquaint the Council and House of Assembly that I laid their Address before the Queen, and received Her Majesty's commands to refer it for the consideration of the Lords of the Committee of Privy Council for Trade. I enclose their Lordship's Report, which you will communicate to the two Houses, as the answer which Her Majesty is pleased to return to their Address.

I have, &c.

(Signed)

E. B. LYTTON.

His Excellency the Lieutenant Governor, &c. New Brunswick.

(Copy)

(Enclosure.)

Office of Committee of Privy Council for Trade, Whitehall, 20th July, 1858.

SIR,—With reference to your letter of the 17th May last, transmitting, for the consideration of this Board, a copy of a Despatch from the Lieutenant Governor of New Brunswick, enclosing an Address to the Queen from the Legislative Council and House of Assembly of the Province, praying that a Drawback may be allowed of the Duty levied in the United Kingdom upon the importation of Sawed Lumber and Deals, the produce of the British North American Provinces, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Secretary of State, copies of a correspondence which has taken place upon the subject between the Lords of this Committee, the Lords' Commissioners of the Treasury, and the Commissioners of Customs, and I am to request that you will state to Sir E. B. Lytton, that my Lords concur with the Lords' Commissioners of the Treasury in thinking that for the reasons given by the Commissioners of Customs, it is not advisable to allow any further relaxation in the regulations with respect to the warehousing of British Colonial Wood Goods.

I have, &c.

(Signed)

J. EMERSON TENNENT.

Herman Merivale, Esquire, Colonial Office.

(Copy)

Office of Committee of Privy Council for Trade, Whitehall, 26th May, 1858.

SIR,—In reference to my letter of March 25th, 1855, and to Mr. Wilson's reply of the 12th April, 1855, I am directed by the Lords of the Committee of Privy Council for Trade, to transmit to you a copy of a letter with its enclosures, which my Lords have received from the Colonial Department, respecting the provisions of the 41st and 42nd Sections of the Imperial Act. 16 & 17 Vic. cap. 107, as regards the Warehousing of British Colonial Wood Goods, and I am to state to you that, before replying to the Colonial Office, my Lords desire to be favored with the opinion of the Lords Commissioners of the Treasury upon that communication. The Lords Commissioners of the Treasury will perceive that in the report addressed to their Lordships by the Commissioners of Customs upon the former application from New Brunswick upon this subject, the Commissioners stated as the ground on which Colonial Wood Goods (as well as corn, grain, meal, and flour) were exempted by the Act referred to from the privilege of Warehousing, that the Duty on such articles was "merely nominal," and was not sufficient to cover the expenses of Warehousing, and in making this statement the Commissioners seem to have had particularly in view that class of Wood Goods on which a Duty of 1s. per load, and 5 per cent. additional is charged. It appears however from the present communication, that it is not to this class of Wood Goods that the Address from New Brunswick referred, but to another class, viz: "Deals, Battens, Boards, &c. sawn or split," on which a Duty of 2s. per load and 5 per

cent. additional is imposed. My Lords find that whereas in 1856 the average price of unsawn timber, which as my Lords presume is the article referred to by the Commissioners of Customs as paying a Duty of 1s. per load, was £4 5s. per load, and the Duty levied on it 1s. 6-10d. per load. The average price of "Deals, Battens, Boards, &c. sawn or split," was £3 5 6 per load, and the Duty on them 2s. 1 2-10d. per load.

It appears to my Lords that this last mentioned rate of Duty can scarcely be considered as "merely nominal," and that the objection taken by the Commissioners of Customs to the admission of Wood Goods from the British possessions to the general privilege of Warehousing, must apply with greatly diminished force to the particular class of Wood Goods on which this Duty is raised.

I have, &c.

(Signed)

J. EMERSON TENNENT.

To the Secretary to the Treasury.

(Copy)

Treasury Chambers, 9th July, 1858.

SIR,—With reference to your letter of the 26th May, transmitting copies of a Despatch from the Lieutenant Governor of New Brunswick, and an Address from the Legislative Council and House of Assembly in that Province, respecting the Warehousing of British Colonial Wood Goods, I am directed by the Lords Commissioners of Her Majesty's Treasury, to transmit herewith copy of a Report from the Commissioners of Customs, and I am to request that you will state to the Lords of the Committee of Privy Council for Trade, that for the reasons given by the Commissioners of Customs, my Lords are of opinion that it would not be advisable to allow any further relaxation in respect to the Warehousing of British Colonial Wood Goods.

I am, &c.

(Signed)

C. E. TREVELYAN.

Sir J. Emerson Tennent, &c. &c. &c.

(Copy)—No. 400.

To the Lords Commissioners of Her Majesty's Treasury.

Your Lordships having referred to us the annexed letter from Sir J. Emerson Tennent, dated 26th ult., transmitting, by desire of the Lords of the Committee of Privy Council for Trade, copies of a Despatch from the Lieutenant Governor of New Brunswick, and of an Address from the Legislative Council and House of Assembly in that Province, respecting the provisions of the 41st Section of the Imperial Act 16 & 17 Vic. cap. 107, as regards the Warehousing of British Colonial Wood Goods, and requesting that a Drawback may be allowed of the Duty levied in this Country on the re-exportation of Sawn Lumber and Deals, the produce of the British Possessions in North America, We report—

That a letter from Sir J. Emerson Tennent, transmitting copies of a former Despatch from the Lieutenant Governor of New Brunswick, and of an Address from the House of Assembly, in which they complained of the operation of the Imperial Law which does not permit Wood Goods from the Colonies to be Warehoused, and signifying the request of the Board of Trade to be informed of the grounds upon which the restriction was imposed, and whether there was any necessity for its being maintained, formed the subject of our Report to Your Lordships, dated 24th February, 1855, No. 181.

In that Report we stated that by the 41st Section of the Customs Consolidation Act, 17 Vic. cap. 107, which permits Goods generally to be deposited in Warehouse without payment of Duty, it was provided that "the Duties on the following Goods, and on such others as the Commissioners of the Treasury may from time to time direct, shall be paid on the first importation thereof, and such Goods shall not be Warehoused either for home consumption or exportation, viz. corn, grain, meal, and flour, and wood goods from British Possessions."

We further stated, that the Duty payable on Timber from Foreign Countries, was 7s. 6d. per load of 50 cubic feet, whilst the Duty on Colonial Timber was only 1s. per load; that nearly the same relative difference existed in the Duties chargeable on the various other kinds of Foreign and Colonial Wood Goods, and that it was on account of the Duty levied upon Wood Goods from the British Possessions being merely nominal, that the privilege of Warehousing such Goods was withdrawn; that being the principle previously observed and still maintained with respect to other articles similarly circumstanced, viz. :—corn, grain, meal, and flour.

We also observed, that the objection entertained by the House of Assembly of New Brunswick, had reference only to the effect of the Law with respect to Colonial Wood Goods brought to this Country for the purpose of exportation; and that the Lieutenant Governor had correctly stated that if the Goods were not immediately transhipped for exportation, but landed in the first instance, they became liable to Duty, because they could not be placed under Bond.

And with regard to the necessity for maintaining the existing provisions of the Law, requiring the Duty to be at once paid upon the importation of the Goods therein enumerated, we

submitted,

submitted, that if an exception to the payment of the Duty at the time of importation were to be granted in favor of such Goods as might be entered to be Warehoused for exportation only, it would be difficult to refuse the like indulgence when parties were desirous of Warehousing them also for home consumption; and that the object of the Law, which was to avoid the expense incurred by the Crown in the employment of Officers to attend to the Bonding premises and in keeping the Warehousing Accounts, would be thus defeated.

The Board of Trade would appear, by Sir J. Emerson Tennent's letter of 26th ult. to consider that in making the statement, that Colonial Wood Goods, (as well as corn, grain, meal, and flour,) were exempted from the privilege of Warehousing, on the ground that the Duty on such articles was merely "nominal," and was not sufficient to cover the expenses of Warehousing. We had particularly in view that class of Wood Goods on which a Duty of 1s. per load, and five per cent. additional is charged, whereas it appears from the present communication that it is not to this class of Wood Goods that the Address from New Brunswick referred, but to another class, viz:—Deals, Battens, Boards, &c. "sawn or split," on which a Duty of 2s. per load, and five per cent. additional is imposed. And the Board of Trade find, that whereas in 1856 the average price of unsawn Timber, which their Lordships presume is the article referred to by us as paying a Duty of 1s. per load, was £4 5s. per load, and the Duty levied on it, 1s. 6-10d. per load; the average price of Deals, Battens, Boards, &c., "sawn or split," was £3 5 6 per load, and the Duty on them 2s. 1 2-10d. per load; and that it appeared to their Lordships that this last mentioned rate of Duty could scarcely be considered as "merely nominal;" and that the objection taken by us to the admission of Wood Goods from the British Possessions to the general privilege of Warehousing, must apply with greatly diminished force to the particular class of Wood Goods on which this Duty was raised. With reference to these observations, we take leave in the first instance to offer some remarks respecting the relative values of Wood unsawn, and Deals, Battens, &c., sawn or split. The values quoted in Sir J. Emerson Tennent's letter, appear to be taken from the official published Returns of the Trade of the United Kingdom; but these Returns although correct in the aggregate, do not, without a separation of the different descriptions of North American Timber, afford correct data on which to calculate the value of Timber, &c. from any particular Possession. For example, the value of British North American Timber unsawn in the year 1856, is quoted at £4 5s. per load; this, however, was the average price of all such Timber, including Quebec Pine, Brunswick Spruce and Fir, and Oak, Elm, &c., but it by no means represents the value of each of those descriptions of Timber. We are informed that Quebec Oak was worth at that time from £5 10s. to £6 per load, and Quebec Red and Yellow Pine, from £3 15s. to £4 5s. only, whilst the value of New Brunswick Timber was generally much lower; and the importations of Quebec unsawn Timber being more than four times greater than those of Timber the produce of New Brunswick, and other more valuable Woods being included, the average struck is much above the price of New Brunswick Timber, which is the least valuable of all sorts, being fit only for certain building purposes, and the manufacture of packing cases.

On the other hand, whilst of the more valuable Timber from Canada there were imported in 1856, 448,124 loads of unsawn, and only 176,611 loads of sawn or split, there were imported from New Brunswick only 107,603 loads of unsawn, and no less than 430,513 loads of the sawn. And as the great preponderance of unsawn Canadian Timber increased the average value of the unsawn article, so the equal preponderance of sawn Timber from New Brunswick decreased the average value of the sawn.

The result of comparing the average price of unsawn Timber thus ascertained with that of Deals, Battens &c., shews an increase in the value of the manufactured article of nearly 25 per cent. over the hewn or unsawn Timber, instead of the decrease which appears by the returns of Trade; and in connection with this point, we would remark, that the price of Quebec Pine Timber, large and unsawn, as given in the Circular for the present month of Messrs. Churchill and Sims, the largest Brokers in the Timber Trade, averages £3 15s. per load, and that of Deals of the same quality of Timber, £16 10s., per Petersburg standard hundred, which is equivalent to 165 cubic feet English, or 3 15-50 loads, giving an average price of £5 per load, or an increase over the unmanufactured article of more than 33 per cent.

With reference to the argument used by the Board of Trade, that a Duty of 2s. 1 2-10d. on an article valued at £3 5s. can scarcely be considered as "merely nominal." We have to state that the meaning we intended to convey by the expression was, that the money value to Merchants of the privilege of Warehousing was insufficient to justify the expenditure by this Department which is incidental to the operation, and in this sense we submit that it is applicable to all descriptions of Wood Goods imported from the British Possessions.

With respect to the Trade in Wood Goods, the produce of New Brunswick, we are informed that much of the Timber is of so little value in the log, that it could not be imported with profit for the purpose of being sawn in this Country, that no market exists for it abroad in the hewn or even in the sawn state as Deals, Battens &c.; and further, that the payment of the Duty at the time of landing, so far from operating to the disadvantage of, is in fact a facility to the
Trade,

Trade, so much so, that previous to the passing of the existing Law, which prohibits the Warehousing of Colonial Wood Goods, it was the practice to buy and sell this description of Timber at the Duty paid price; and it is deserving of notice that the quantities of sawn British North American Timber exported in each of the five years preceding the alteration of the Law were only as follows, viz:—

1848,	.	.	.	578 Loads,
1849,	.	.	.	696 do.
1850,	.	.	.	951 do.
1851,	.	.	.	489 do.
1852,	.	.	.	620 do.

being an average of 667 loads per annum, and that the Duty had been previously paid upon the whole quantity, no part thereof having been exported from a Bonding Warehouse.

Under these circumstances we are of opinion that the Timber Trade in New Brunswick would derive very little, if any, benefit from the privilege of bonding Deals for exportation without payment of Duty, or from the allowance of a drawback of the Duty paid on the landing of the Goods when subsequently exported. The latter plan we consider very objectionable in principle, whilst the former could not be effected without an expense to the Crown incommensurate with the advantage to the Merchants, considering also the great concession made to the North American Colonies in allowing the importation of their wood produce at 1s. and 2s. per load, while the Foreign article is taxed at 7s. and 15s., causing every year a considerable sacrifice of revenue, it would appear to be scarcely reasonable on the part of the Colonists now to demand further relaxation in their favor, and for these reasons we cannot recommend to your Lordships that the present request should be complied with.

(Signed)

THOS. F. FREMANTLE,
EDW. SAWRIN.

Custom House, 30th June, 1858.

Mr. Allen moved for leave to bring in—A Bill to regulate the proceedings against Members of the General Assembly.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Steadman,

Ordered, That the House do on Thursday next go into Committee of the whole on the Message from His Excellency the Lieutenant Governor of the 8th day of March instant, communicating certain Despatches and Correspondence relative to the Act passed at the last Session for the suspension of the Grant to King's College.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House, various Documents, in pursuance of two Addresses—

Schedule of Papers in answer to two Addresses of the House of Assembly dated 15th March 1859.

Report of James A. Harding and William M'D. Dawson, Esquires, Commissioners appointed on the part of Canada and this Province, to enquire and report upon the state of the Disputed Territory Fund.

See Report in Appendix of last Session, page lvii.

Petition of Benjamin Beveridge, Esquire, laid before the Executive, praying that the sum of £362 12 6 be paid over to him from Canada Disputed Territory Fund, with Papers in support of his claim; and copy of Provincial Secretary's Letter in answer to Mr. Beveridge's Petition.

Petition of W. R. M. Burtis, Esquire, laid before His Excellency in Council, praying relief in respect to Railway damages.—No action taken upon this Petition by the Executive.

On motion of Mr. Tibbits,

Resolved, That the various Documents in reference to the claim of Benjamin Beveridge, Esquire, of £362 12 6 on the Canada Disputed Territory Fund, now laid before the House, be referred to a Select Committee to examine and report thereon; and

Ordered, That Mr. Allen, Mr. Gillmor, and Mr. M'Leod, do compose the said Committee.

On

On motion of Mr. Steadman,

Resolved, That the Petition of W. R. M. Burtis, Esquire, of the City of Saint John, for relief relative to his claim for damages to his Property, in the Parish of Portland, in the County of Saint John, by the European and North American Railway Company, now laid before the House, be referred to a Select Committee to examine and report thereon; and

Ordered, That Mr. Steadman, Mr. C. Perley, and Mr. Chandler, do compose the said Committee; and

On like motion of Mr. Steadman; further

Ordered, That the Petition of Robert B. C. Weldon, Thomas Nixon, and others, of the Parishes of Moncton and Salisbury, for an investigation to be had into the mode of assessing Land damages to the owners of land for Railway purposes, and which was presented to the House on the 17th day of February last, be referred to the same Committee.

Mr. Allen moved for leave to bring in—A Bill relating to the Corporation of the City of Fredericton.

And upon the question, that the twenty fifth Rule of the House, which requires Bills of a private or local nature to be read at the Court of Nisi Prius or General Sessions of the Peace, in the presence of the Grand Jury, or published in some Newspaper, be dispensed with in this instance, and leave granted to introduce the Bill, it was carried in the affirmative; and

The said Bill being brought in was read a first time.

On motion of Mr. Vail,

Resolved, That the Documents laid before the House on the 15th day of March instant, by command of His Excellency the Lieutenant Governor, relative to Grants of Land issued to the Governor and Trustees of the Madras School and the Corporation of Trinity Church, in the Parish of Sussex, in King's County, to Land on Ward's Creek in the said Parish, be referred to the Committee appointed on the 16th day of February last, to take under consideration the subject of the sale of Glebe and Church Lands by Church Corporations, to report thereon.

The House adjourned until Monday morning next at 10 o'clock.

Monday, 21st March, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill to provide for the support of Lunatics committed to the Provincial Lunatic Asylum:

A Bill to regulate the proceedings against Members of the General Assembly: and

A Bill relating to the Corporation of the City of Fredericton.

Read a third time as engrossed,

A Bill relating to the Law of Evidence.

Resolved, That the Bill do pass.

Ordered, That Mr. Gray take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to amend the Act intituled "An Act to incorporate the Town of Moncton."

Resolved, That the Bill do pass.

Ordered, That Mr. Botsford take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to place certain Public Buildings under the control of the Board of Works.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Fisher take the said Bill to the Council, and desire their concurrence thereto.

Mr. M'Leod, by leave, presented a Petition from A. C. Evanson, John M'Leod, Junior, T. Oliver Arnold, and R. M'Cully, Esquires, together with one hundred and sixty others, Freeholders and Inhabitants of King's County, praying for an alteration in the Law relating to Damages for Lands taken for Railway purposes; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed on the 19th day of March instant, to take under consideration a Petition from W. R. M. Burtis, relative to his claim for Railway damages, to report thereon.

Mr. Scovil, by leave, presented the following Petitions:—

From James White, Charles M'Farland, and one hundred and twenty one others:

From William Pearson, Esquire, Samuel M. Gamblin, and forty four others:

From John Price, Thomas A. Flewelling, and fourteen others; and

From James Cookson, Esquire, John Connor, and ten others;

Justices of the Peace, and other inhabitants of King's County, praying that no Act may pass authorizing the removal of the Shire Town of the said County; which he severally read.

Ordered, That the said Petitions be received and lie on the Table.

On motion of Mr. Tibbits,

Ordered, That the House do on Wednesday next, the 23rd day of March instant, go into Committee of the whole on—A Bill to repeal an Act intituled "An Act to alter and amend an Act to authorize the construction of Railways in this Province."

On motion of Mr. Cudlip,

Ordered, That the House do on Friday next, the 25th day of March instant, go into Committee on—A Bill to modify the Laws relating to Interest and Usury.

On motion of Mr. M'Phelim,

Ordered, That the House do on Saturday next, the 26th day of March instant, go into Committee of the whole on—A Bill relating to the qualifications, appointment and tenure of office of the principal Judicial Officers.

The Honorable Mr. Watters, by leave, presented a Petition from Registe Theriault, Leon Bellefleur, Vital Thibodeau, John Hartt, and Hilaire LeVasseur, Esquires, together with two hundred others, Justices of the Peace, and inhabitants of the County of Victoria, praying that an Act may pass authorizing the Rate-payers of the said County to elect the Grand Jurors in the same manner as Parish Officers are elected; which he read.

Ordered, That the said Petition be received and lie on the Table.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, in the Parish of Grand Manan, to sell a certain portion of the Glebe Lands in said Parish, and invest the proceeds in other Lands,

Without making any amendment thereto.

And that the Council had also agreed to—

The Bill imposing Duties for raising a Revenue.

On motion of Mr. End,

The House went into Committee of the whole on—A Bill to enable Aliens to hold Real Estate in this Province, in like manner as British Subjects.

Mr. Tapley in the Chair of the Committee.

Mr. Speaker resumed the Chair; when

A Message was received from His Excellency the Lieutenant Governor, by the Gentleman Usher of the Black Rod, requiring the immediate attendance of the House in the Council Chamber.

The House attended, and being returned—

The Honorable Mr. Speaker reported—That he had addressed His Excellency as followeth:—

“ *May it please Your Excellency,*

“ The House of Assembly, diligently applying themselves to the discharge of the Public business of the country, have, among other measures, passed—

“ A Bill imposing Duties for raising a Revenue ;
which Bill, in the name and on behalf of the loyal Commons of New Brunswick, I now present to Your Excellency, and request your assent thereto.”

That His Excellency was then pleased to give his assent to the Bill thus presented by the Assembly, as also to the following, intituled—

An Act to amend the Act to regulate the Circuit Courts and Courts of Oyer and Terminer and Sittings after Term :

An Act to establish additional Polling places in King's County :

An Act to alter and amend Chapter 62, Title viii, of the Revised Statutes, “ Of the protection of Sheep and Moose :”

An Act to divide the Parish of Nelson into two separate and distinct Parishes : and

An Act incorporating the Synod of the Church known as the Presbyterian Church of New Brunswick, and the several Congregations connected therewith.

The House then again went into Committee of the whole and resumed the consideration of—A Bill to enable Aliens to hold Real Estate in this Province, in like manner as British Subjects.

Mr. Tapley in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them, it was moved—That the further consideration thereof, be postponed for three months.

And upon the question, the Committee divided as follows:—

YEAS.

Hon. Mr. Smith,	Mr. M'Intosh,
Mr. M'Clelan,	Scovil,
DesBrisay,	Vail,
Ferris,	M'Leod.

NAYS.

Hon. Mr. Tilley,	Mr. M'Adam,
Hon. Mr. Watters,	Gillmor,
Hon. Mr. Brown,	Wright,
Mr. Read,	Cudlip,
Williston,	C. Perley,
End,	Chandler,
M'Phelim,	Lawrence.

Whereupon it was decided in the negative.

That the Committee then proceeding in the consideration of the first and only Section of the Bill—

The following amendment was moved to be inserted:—

“ If by purchase, such Aliens not to hold more than *two hundred acres* each.”

Upon this question, the Committee divided as follows:—

YEAS.

Hon. Mr. Tilley,	Mr. Wright,
Mr. Lewis,	Gilbert,
M'Clelan,	Tibbits,
M'Millan,	Chandler.
Hanington,	

NAYS.

Hon. Mr. Smith,	Mr. M'Phelim,
Hon. Mr. Brown,	M'Adam,
Hon. Mr. Connell,	DesBrisay,
Mr. Kerr,	Ferris,
Read,	M'Intosh,
Williston,	Scovil,
End,	Wilmot,
Mitchell,	Vail,
Steadman,	M'Leod,
Lawrence,	Gillmor,
Botsford,	Cudlip,
Allen,	C. Perley.

And this was thereupon decided in the negative.

The question was then taken upon the Section, when the Committee again divided as follows:—

YEAS.

YEAS.

Hon. Mr. Brown,	Mr. Lawrence,
Hon. Mr. Connell,	M'Phelim,
Mr. Read,	M'Adam,
Williston,	Gillmor,
End,	C. Perley,
Lewis,	Cudlip,
Mitchell,	Chandler.
Steadman,	

NAYS.

Hon. Mr. Speaker,	Mr. Scovil,
Hon. Mr. Tilley,	Wilmot,
Hon. Mr. Smith,	Vail,
Mr. Kerr,	M'Millan,
M'Clelan,	Hanington,
Botsford,	M'Leod,
Allen,	Wright,
DesBrisay,	Tibbits,
Ferris,	Gilbert.
M'Intosh,	

And this being decided in the negative—

The following was then moved :—

Resolved, That the further consideration of the Bill be postponed for six months.

Upon this question, the Committee again divided as follows :—

YEAS.

Hon. Mr. Speaker,	Mr. Scovil,
Hon. Mr. Tilley,	Wilmot,
Hon. Mr. Smith,	Vail,
Mr. Kerr,	M'Millan,
M'Clelan,	Hanington,
Botsford,	M'Leod,
Allen,	Wright,
DesBrisay,	Cudlip,
Ferris,	Tibbits,
M'Intosh,	Gilbert.

NAYS.

Hon. Mr. Brown,	Mr. Steadman,
Hon. Mr. Connell,	Lawrence,
Mr. Read,	M'Phelim,
Williston,	M'Adam,
End,	Gillmor,
Lewis,	C. Perley,
Mitchell,	Chandler.

And so it was carried in the affirmative.

Ordered, thereupon, that the Report be accepted, and the further consideration of the said Bill accordingly postponed.

Mr. Tibbits moved for leave to bring in—A Bill for the granting of Mill Reserves in certain cases.

Leave granted.

The said Bill being brought in was read a first time.

The House adjourned until to-morrow morning at 10 o'clock.

Tuesday, 22nd March, 1859.

Prayers.

Read a second time—

A Bill for the granting of Mill Reserves in certain cases.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House, in pursuance of an Address of the 2nd day of March instant—

Detailed Accounts of Expenditures under the Board of Works since its establishment, with other information, as requested by the said Address; with a Letter from the Honorable William H. Steeves, the Chief Commissioner, and which are as follow :—

Office Public Works, Fredericton, 15th March, 1859.

SIR,—The Address of the House of Assembly of the 2nd instant, requesting a "Detailed Account of all the Expenditure and Expenses incurred and disbursed in and about the Office of the Chief Commissioner of the Board of Works, together with the names of all Contractors for work done under the superintendence of the aforementioned Board, as well as the name or names of all parties who tendered for the construction of the same," having been referred to this Department, the undersigned submits the following for the information of His Excellency the Lieutenant Governor :—

Statement of Expenditures for the year ending 7th February 1856,	Marked A.
Do. do. for the year ending 31st October 1856,	" B.
Do. do. for the year ending 31st October 1857,	" C.
Do. do. for the year ending 31st October 1858,	" D.
Return of Parties who tendered for work, with the Names of Contractors,	" E.

Respectfully submitted.

WM. H. STEEVES.

A.

Statement of Amounts of Expenditure and Expenses of the Board of Works, for the Year ending 7th February, 1856.

Public Buildings, including Government House. See Chief Commissioner's Annual Report for detailed statement, page 49, 50 & 51,	£1,043	12	0
Dredging Machine. See Report, page 51,	474	7	0
Travelling Expenses of Board. See Report, page 52,	108	3	10
Improvement of River. See Report, page 52,	450	6	5
Amount advanced on unfinished work. See Report, page 52 & 53,	6,383	14	0
Trout Creek Bridge,	642	10	0
Expenses of Pile Driver,	7	10	0
Contingencies of Office. See Report, page 53,	12	18	4
Great Road Petty Expenses. See Report, page 53,	6	17	3
Amount paid for old claims against Public Buildings, incurred by Mr. Taylor. See Report, page 54,	1,647	5	11
	£10,777	4	9
Asa Coy, Secretary, paid by Treasurer,	£118	15	0

ASA COY, Secretary.

B.

Statement of Expenditure and Expenses of Board of Works, for the Year ending 31st Oct. 1856.

Government Buildings, including Government House. See Chief Commissioner's Annual Report, page 63,	£426	15	0
Amount advanced on Bridges and unfinished work. See Report, page 63.	4,976	8	6
North West Bridge,	10	0	0
J. Grant, Examining and Reporting,	1,701	2	6
Hampton Ferry Bridge,	30	0	0
Dr. Earle, Superintending,	1,401	12	0
Sullivan Creek Bridge Contractor,			
Akerley & Scott, towards expenses of arbitration between Government and Mr. Patterson,	14	0	0
South Bay Bridge. No expenses for inspection,	914	11	3
Musquash Bridge. Joseph Tomlinson,	700	0	0
W. H. Rourke,	45	0	0
Hammond River Bridge. Joseph Tomlinson,	400	0	0
Sackville Bridge. Mr. Montgomery's expenses,	6	10	0
Grand Falls. Express,	0	6	3
Trout Creek Bridge. Chubb & Co., Printing,	0	5	0
Estey Creek Bridge. Advertising,	0	12	0
Ransom Brook Bridge. E. Dixon, Contractor,	50	0	0
L. R. Coombes, repairing Bridges in Victoria,	100	0	0
J. Tomlinson, on account of Bridges,	525	0	0
Miscoon Light House,	444	5	11
Richibucto Harbour. Mr. Grant,	9	4	6
Amount expended by Supervisors. See detailed statement in annual Report in 1856, Appendix B,	14,020	0	0
On this Account, 10 per cent. has been charged and allowed to the various Supervisors.			
Amounts paid sundry balances and claims. See Report, page 66,	371	18	1
Great Road petty repairs and expenses. See Report, page 64,	37	0	6
Travelling expenses of Board. See Report, page 54,	34	10	9
Office Contingencies,	34	17	2
Maintaining and Working Dredging Machine. See Report, page 65,	1,110	19	0
	£27,364	18	5
Asa Coy, Secretary, paid by Treasurer,	£112	10	0

ASA COY, Secretary.

C.

Statement of Amounts of Expenditures and Expenses of the Board of Works, for the Year ending 31st October, 1857.

Public Buildings, including Government House. For detailed statements, see Annual Report, pages 43, 44 & 45,	£957	3	6
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Carried forward,

	<i>Brought forward,</i>	£957 3 6
Mystrall & Ritchey. Coals Public Buildings,	...	£49 10 0	
Do. do. Government House,	...	30 0 0	
			79 10 0
Miscou Light House,	...		1,298 5 6
Improvement,—Rivers Saint John and Miramichi,	...	£1,791 1 9	
Maintaining and Working Dredge Machine. See Report, page 46,	...	1,305 18 6	
			3,097 0 3
Annual expenditures on Lines of Great Road by Supervisor, including 10 per cent. Commission. See Report, page 47,	...		10,318 17 0
Sullivan Creek Bridge, Joseph Tomlinson,	...	£2,900 0 0	
Akerley, Scott, and Smith, balance of Arbitration expenses, between Mr. Patterson and Government,	...	15 7 6	
Mr. Burk, amount due for Plans,	...	30 12 0	
A. L. Light and J. Wilkinson, Inspecting and Reporting,	...	54 13 9	
Mitchell, Smith, and Davis, superintending work,	...	80 5 0	
Expenses of Board,	...	3 7 3	
Hampton Ferry Bridge,	...	1,409 8 7	
Superintending, Dr. Earle,	...	50 0 0	
Expenses of Board,	...	3 15 0	
Sackville Bridge,	...	3,060 7 10	
C. Dixon, superintending,	...	20 0 0	
Oromocto Bridge, Thomas Temple, materials,	...	435 0 0	
On account of erection,	...	466 15 3	
T. T. V. Smith, incidental expenses,	...	5 17 0	
Magaguadavic Bridge,	...	10 4 3	
South Bay Bridge,	...	57 13 6	
Expenses of Board,	...	2 10 0	
Musquash Bridge, Joseph Tomlinson,	...	27 10 9	
C. Macpherson, expenses,	...	2 10 0	
Grand Falls Bridge,	...	436 19 0	
Hammond River,	...	33 0 0	
J. Wilkinson, Examining and Reporting Esty Creek,	...	17 3 0	
Musquash Bridge,	...	257 8 0	
Supervisor Charters, superintending,	...	68 8 0	
			9,448 15 8
Special Expenditures. See Report, page 48,	...		808 18 6
Travelling expenses of Board incurred prior to 31st October, 1856,	...	£50 1 8	
Printing and Binding, including 2 years' Reports,	...	157 15 5	
			207 17 1
Paid for Force Pump for Provincial Steam Boat Inspector,	...		45 9 6
Nisbet and Smiler, for Ballot Boxes,	...		26 6 6
T. Williams, on account claim for services House of Assembly, &c.	...		98 0 0
E. O'Brien, Usher Superior Courts,	...		17 10 0
Office Contingencies, Stationery, &c.	...		44 18 4
Asa Coy, Secretary,	...	£404 3 4	
T. T. V. Smith, Engineer,	...	261 5 6	
			665 8 10
Travelling expenses of Board. See Report, page 51,	...		142 0 10
			£27,256 1 6

ASA COY, *Secretary.*

D.

Statement of Expenditures and Expenses of Board of Works, for the Year ending 31st Oct. 1858.

Public Buildings, including Government House. For detailed statement, see Annual Report, pages 58 and 59,	...	£601 15 0
Miscou Light House,	...	129 6 8
Improvement of River Saint John and Miramichi,	...	£262 19 1
Maintaining and Working Dredge,	...	1,012 8 11
		1,275 8 0
Amounts paid on Bridges—		
	GRAND FALLS BRIDGE.	
Paid J. Tomlinson,	...	£3,284 12 10
Expenses T. T. V. Smith, and W. R. Burrows, Examining and Reporting,	...	17 15 8
		3,302 8 6
<i>Carried forward,</i>	...	£5,308 18 2

	<i>Brought forward,</i>	...	...	...	...	£5,308 18 2	
SULLIVAN CREEK BRIDGE.							
Balance due J. Tomlinson,	...	...	...	...	...	£64 12 6	
Expenses of Board,	...	...	...	...	...	6 9 0	
							71 1 6
SACKVILLE BRIDGE.							
H. Gallagher,	...	...	...	...	...	£1,600 0 0	
M. Wood, Pitch Pine Timber,	...	...	...	...	...	49 16 0	
Expenses Superintending,	...	...	...	...	...	111 10 3	
							1,761 6 3
HAMPTON FERRY.							
Issac Foshay, Balance due,	...	...	...	...	...	£624 17 4	
Expenses of Board,	...	...	...	...	...	10 15 0	
							635 12 4
DOW'S BROOK BRIDGE—Contractor,	...	...	...	...	...		150 0 0
NEGRO BROOK BRIDGE,	...	...	...	...	...		45 0 0
DIGDEGUASH BRIDGE—Contractor,	...	...	...	...	...	£200 0 0	
Expenses Superintending,	...	...	...	...	...	8 14 9	
							208 14 9
BELLEISLE BRIDGE—Contractor Drury,	...	...	...	...	...	£320 0 0	
Expenses of Board Superintending,	...	...	...	...	...	8 18 5	
							328 18 5
JOHNSON'S COVE BRIDGE—Contractor, Scott & Billing,	...	...	...	...	...		73 0 0
LONG'S CREEK BRIDGE.							
Contractor, G. Gilman,	...	...	...	...	...	£576 14 1	
Expenses of Board Superintending,	...	...	...	...	...	5 18 9	
							582 12 10
SOUTH WEST OROMOCTO BRIDGE—A. Thompson, Contractor,	...	...	...	...	...	£510 10 0	
MAGAGUADAVIC BRIDGE—Repairs,	...	...	...	...	...	0 5 0	
WHEELER'S BRIDGE—Repairs,	...	...	...	...	...	12 13 4	
PEABODY'S BRIDGE,	...	...	...	...	...	38 4 6	
LOWER TROUT BROOK BRIDGE—Contractors,	...	...	...	...	...	25 0 0	
LOUSIN'S BRIDGE,	...	...	...	...	...	42 13 6	
							629 6 4
MAIN OROMOCTO BRIDGE.							
M'Lean—Balance due him,	...	...	...	...	...	£73 0 0	
B. S. Bailey—Repairing parts injured by Steamer,	...	...	...	...	...	67 10 0	
							£140 10 0
Paid M. Bryson, for Ferrying,	...	...	...	...	...	20 0 0	
Other incidental expenses,	...	...	...	...	...	11 8 0	
							161 18 0
Amounts expended by Supervisors, including 10 per cent. Commission. See annual Report, page 61,	...	...	...	...	...		9,881 15 8
Amount paid Supervisors—Balances due previous to 1858. See page 61,	...	...	...	...	...		208 0 10
Special Expenditures. See Report, page 62,	...	...	...	...	...		174 18 10
Travelling expenses of Board, examining the various lines of Road,	...	...	...	...	...	£108 3 0	
Amount advanced Mr. Brown,	...	...	...	...	...	25 0 0	
Printing and Binding,	...	...	...	...	...	27 13 5	
Paid on account of Hospital Island repairs,	...	...	...	...	...	7 10 0	
T. Williams, services House of Assembly—Balance due to 1st February, 1858,	...	...	...	...	...	22 0 0	
Amount advanced on account of services current year,	...	...	...	...	...	42 10 9	
E. O'Brien, Usher Superior Courts,	...	...	...	...	...	17 10 0	
Office Contingencies,	...	...	...	...	...	28 1 8	
							278 8 10
Asa Coy, Secretary,	...	...	...	...	...	£229 3 4	
T. T. V. Smith, Engineer,	...	...	...	...	...	114 11 8	
							343 15 0
Estate of A. Gregg—old claim paid by Order of Council,	...	...	...	...	...		106 4 4
Advanced T. T. V. Smith,	...	...	...	...	...		10 0 0
							£20,959 12 1

E.

Statement shewing the Names of all Contractors for the erection of Work done under the superintendence of the Board of Works, as well as the names of all parties who tendered for the construction of the same.

SULLIVAN CREEK BRIDGE.—J. S. Patterson, Contractor.

Names of other parties who tendered—

Alex. Mitchell,
Isaac Kilburn,
James M'Cann,

William Stevens,
L. B. Rainsford,

John Brookfield,
William Kilburn.

Second Contractor, Joseph Tomlinson.

Names of other parties who tendered—

A. P. True,
David Dow,
John Pickard,

Alexander Mitchell,
Benj. Kilburn,

T. B. Wheeler,
Thomas Temple,

TROUT CREEK BRIDGE.—Isaac Foshay, Contractor.

Names of other parties who tendered—

J. H. Ryan,
Burgoyne Sproul,
Frederick Foshay,

Joseph Tomlinson,
James Ryan,
George Pearson,

James Drury,
George Ryan.

HAMPTON FERRY BRIDGE.—Isaac Foshay, Contractor.

Names of other parties who tendered—

Edward Jackson,
Wm. Freeze, Jun.
Lewis Folkins,
James Nowlin,
Thomas Crips,
George Ryan.

Thomas Mathison,
J. H. Ryan,
P. Cyrus Ryan,
Henry Patterson,
William Johnson,
George Dobson,

Nat. Johnson,
James Ryan,
S. F. Ryan,
William Mason,
J. A. Smith,
Joseph Tomlinson.

SOUTH BAY BRIDGE.—John Clark, Contractor.

Names of other parties who tendered—

W. B. Lyon,
Isaac Flewelling,
Robert Robertson, Jun.
James Bradley,
E. Kerstead,

J. S. Kenneday,
R. Stevens,
S. Peters,
S. C. Stephens,
R. Ewing,

F. Woods,
J. Flewelling,
R. Cunard,
J. Stevens.

OROMOCTO BRIDGE.—Archibald M'Lean, Contractor.

Names of other parties who tendered—

A. P. True,
W. Graves,
W. Davis,
S. Mays,

A. Noble,
C. Burpee,
C. Hatch,
T. T. V. Smith,

B. S. Bailey,
George Baird,
P. Coleman,
John Clark.

Oromocto Bridge Timber.—Thomas Temple, Contractor.

Names of other parties who tendered—

Joseph Parent,

Manzer Atherton,

Samuel Smith, Sen.

Valentine Pickard.

Oromocto Bridge Repairs.—B. S. Bailey, Contractor.

Names of other parties who tendered—Samuel Mays, Archibald M'Lean.

S. WEST OROMOCTO BRIDGE.—Alex. Thompson, Contractor.

Names of other parties who tendered—

W. E. Perley,

Samuel Smith,

W. Davis,

H. DeWitt,

L. E. DeWitt.

SACKVILLE BRIDGE.—H. Gallagher, Contractor.

Names of other parties who tendered—

Samuel Mays,

F. A. Bradley,

T. W. Smith,

J. H. Huestis.

BELLISLE BRIDGE.—James Drury, Contractor.

Names of other parties who tendered—

J. Gillis & Co.
John Kellor,
James Kellor,

} Jointly,

P. B. Lyon,
Samuel Mays,

J. H. Huestis,
J. Foshay.

JOHNSON'S COVE BRIDGE—Alex. Gilman, Contractor.

Names of other parties who tendered—

C. F. Clark & G. Kirkland, Scott & Billing, S. M. Fairlan,	Thomas Cotterell, W. Craig & B. Johnson,	W. Smith, E. Powers.
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DIGDEGUASH BRIDGE—John Scott and John Billings, Contractors.

Names of other parties who tendered—

R. R. Briggs,	Craig & Johnson,	W. Smith,	Irvin Gass,	Clench & Kirkland.
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LONG'S CREEK BRIDGE—George Gilman, Contractor.

Names of other parties who tendered—

L. Crouse, Samuel Mays, R. S. Holyoak, C. H. Dow,	Arch. M. Lean, Z. J. Curry, Thomas Pickard,	Isaac Kilburn, Thomas Temple, David Currier.
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DOW'S BROOK BRIDGE—Asa Dow, Contractor.

Names of other parties who tendered—

R. Hay,	Samuel Dow,	D. Currier.
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NEGRO BROOK CREEK—Isaac Kilburn, Contractor.

Names of other parties who tendered—

Z. J. Currie,	N. D. Palmer,	J. S. Holyoak.
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NACKAWICKAK BRIDGE—Asa Dow, Contractor.

Names of other parties who tendered—

Thomas Temple, J. S. Holyoak, Alexander Thompson,	B. R. Cliff, W. H. Long, George Clark,	R. Holyoak, T. C. Atherton, Isaac Kilburn,
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CARAQUET BRIDGE—Edward M. Mahon, Contractor.

Names of other parties who tendered—

Joseph Morrison,	J. Murray,	F. Elliot,	Dennis M. Mahon.
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BURDEN'S BROOK BRIDGE—W. H. Long, Contractor.

Names of other parties who tendered—

W. Hains, J. Kilburn, John Staples.	R. Holyoak, George Gilman,	Barker & Kitchen, S. H. Jocelyn,
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JOCELYN'S BROOK BRIDGE—John Mays, Contractor.

Names of other parties who tendered—D. C. Jocelyn, R. Holyoak.

BOIESTOWN BRIDGE—Miles M. Millan, Contractor.

Names of other parties who tendered—

Francis Elliot, A. Haines,	S. W. Boone, James Farley,	M. Coy & Pond, James M. Aloon.
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NEW CANAAN BRIDGE—James Ryan, Contractor.

Names of other parties who tendered—

Charles Keeth, Samuel Hays, J. H. Huestis, T. P. Gallagher,	Abraham Johnson, John Good, Jun. Peter Stevens, A. M. Donald,	W. W. Price, Amos Keith, William Johnson.
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IMPROVEMENT OF RICHIBUCTO HARBOUR—Holderness & M. Leod, Contractors.

Only one tender received.

MISCOU LIGHT HOUSE—James Murray, Contractor.**GOVERNMENT HOUSE ROOT-HOUSE AND PORTICO**—John Barrett, Contractor.

Names of other parties who tendered—

A. H. Clark, James Bryson,	J. B. Morrill, A. Limerick,	James Agnew.
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GRAND FALLS BRIDGE—Joseph Tomlinson, Contractor.

Office Public Works, March 1859.

ASA COY, Secretary.

Missiquash Bridge was let by public auction to Hugh Gallagher.

Musquash Bridge was let to Joseph Tomlinson, by advice of Members of County of Saint John, without competition.

North West Miramichi Bridge was let by the Bridge Company.

The Honorable Mr. Fisher moved for leave to bring in—A Bill to exempt Ministers of Religion from taxation in certain cases.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Kerr,

That the House proceed to the Order of the Day of the 19th day of March instant, to go into Committee of the whole on—A Bill to repeal an Act intituled "An Act to amend the Law for the relief of Insolvent Debtors."

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. End in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them, the following was moved:—

Whereas it is desirable that a suitable Law should be enacted by this House, that would, while it protected the interest of the Creditor, relieve the unfortunate Debtor, against whom no charge of dishonesty or fraud could be sustained; and as a Resolution of this House, at its last sitting, requires the Government to appoint Commissioners to prepare a suitable measure to be laid before this House; and as the Act to amend the Law for the relief of Insolvent Debtors had only a duration of two years from its passage, and must of itself expire next year, it is inexpedient to repeal that Law until such measure is submitted; therefore

Resolved, That the further consideration of this Bill be postponed for three months.

To which it was moved as an amendment—To expunge the whole of the Preamble, as well as the Resolution, and substitute as follows:—

Resolved, That the further consideration of the Bill be postponed for six months.

And upon the question for the amendment, it was decided in the negative.

The question was then taken upon the original motion, when the Committee divided as follows:—

YEAS.

Hon. Mr. Watters,
Mr. Read,
Mitchell,
Steadman,
Botsford,
Allen.

Mr. Tapley,
M'Intosh,
Wilmot,
Gillmor,
Chandler.

NAYS.

Hon. Mr. Speaker,
Hon. Mr. Tilley,
Hon. Mr. Fisher,
Hon. Mr. Smith,
Hon. Mr. Brown,
Hon. Mr. Connell,
Mr. Kerr,
Williston,
Lewis,
M'Clelan,
Lawrence,
M'Phelim,

Mr. M'Adam,
W. E. Perley,
DesBrisay,
Ferris,
Scovil,
Vail,
Hanington,
M'Leod,
Wright,
Cudlip,
C. Perley,
Gilbert.

And it being thereupon decided in the negative—

The following was moved:—

Resolved, That the further consideration of the Bill be postponed until the next Session of the Legislature.

Upon this question, the Committee again divided as follows:—

YEAS.

Hon. Mr. Fisher,
Hon. Mr. Watters,
Hon. Mr. Brown,
Mr. Read,
Mitchell,
Steadman,
Botsford,

Mr. Allen,
Tapley,
M'Intosh,
Wilmot,
Gillmor,
Chandler.

NAYS.

Hon. Mr. Speaker,
Hon. Mr. Tilley,
Hon. Mr. Smith,
Hon. Mr. Connell,
Mr. Kerr,
Williston,
Lewis,
M'Clelan,
Lawrence,
M'Phelim,
M'Adam,

Mr. W. E. Perley,
DesBrisay,
Ferris,
Scovil,
Vail,
Hanington,
M'Leod,
Wright,
C. Perley,
Cudlip,
Gilbert.

Whereupon it was decided in the negative.

That the Committee then proceeding in the Bill—

The

The question was taken upon the first and only Section thereof, when the Committee again divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. W. E. Perley,	Hon. Mr. Fisher,	Mr. Allen,
Hon. Mr. Tilley,	DesBrisay,	Hon. Mr. Watters,	Tapley,
Hon. Mr. Smith,	Ferris,	Hon. Mr. Brown,	M'Intosh,
Hon. Mr. Connell,	Scovil,	Mr. Read,	Wilmot,
Mr. Kerr,	Vail,	Mitchell,	Gillmor,
Williston,	Hanington,	Steadman,	Chandler,
Lewis,	M'Leod,	Botsford,	
M'Clelan,	Wright,		
Lawrence,	Cudlip,		
M'Phelim,	C. Perley,		
M'Adam,	Gilbert,		

And so it was carried in the affirmative.

Ordered, That the Report be accepted and the Bill engrossed.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Legislative Council do agree to join the Assembly in the proposed Joint Address to Her Majesty, on the subject of Reciprocity in Trade and Registry of Ships.

Mr. M'Phelim moved for leave to bring in—A Bill to amend the Acts relating to Railways in this Province.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Lawrence,

The House went into Committee of the whole on—A Bill to extend the jurisdiction of the Police Magistrate of the City of Saint John to Carleton, and for other purposes.

Mr. Tapley in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of the Honorable Mr. Fisher,

The House went into Committee of the whole on—A Bill to provide for the support of Lunatics committed to the Provincial Lunatic Asylum.

Mr. Vail in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Lawrence,

The House went into Committee of the whole on—A Bill to enlarge the jurisdiction of the City Court of the City of Saint John.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. C. Perley,

The House went into Committee of the whole on—A Bill to divide the Parish of Brighton.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same under the Title of—

A Bill to divide the Parish of Brighton, in the County of Carleton.

Ordered, That the Report be accepted and the Bill engrossed under the amended Title.

On motion of Mr. Williston,

The House went into Committee of the whole on—A Bill to regulate the sale and disposal of Church and Glebe Lands of the Church of England in this Province.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of the Honorable Mr. Tilley,

Resolved, That the Resolution passed on the 23rd day of February last, restricting the going into Committee of the whole House on any Bill before the hour of twelve o'clock at noon of each day, until such times as the several Committees on public matters have reported, be rescinded.

Upon the question for sustaining this Resolution, the House divided—

YEAS 20.

NAYS 4.

And it was thereupon carried in the affirmative.

Mr. Kerr, from the Select Committee to whom was referred a Bill before the House, to provide for the settlement and support of the Poor, submitted their Report; and he having read the same, it was handed in at the Clerk's Table, where it was again read, and is as follows:—

“The Committee appointed on the 12th day of March instant, to take into consideration a Bill relating to the settlement and support of the Poor in this Province, having had the subject matter under consideration, have made several alterations and additions to the Bill, which they respectfully submit for the consideration of the House.”

GEORGE KERR,
A. J. SMITH,
J. W. CHANDLER.

Committee Room, 22nd March, 1859.

Ordered, That the Report be accepted.

Mr. Steadman moved for leave to bring in—A Bill to incorporate the Caledonia Asphaltic Mining and Manufacturing Company.

Leave granted.

The said Bill being brought in was read a first time.

Mr. Lawrence, by leave, presented a Petition from Patrick Hays, Timothy Kelehar, Thomas O'Hara, and seventy three others, inhabitants of Guy's District, No. 2, in Carleton, in the City of Saint John, praying to be exempted from assessment or taxation for School purposes, or to be allowed a share or portion of the amount raised in proportion to the sum levied upon them; which he read.

Ordered, That the said Petition be received and lie on the Table.

The House adjourned until to-morrow morning at 10 o'clock.

Wednesday, 23rd March, 1859.

Prayers.

Read a second time the following Bills, viz:—

A Bill to exempt Ministers of Religion from taxation in certain cases:

A Bill to amend the Acts relating to Railways in this Province: and

A Bill to incorporate the Caledonia Asphaltic Mining and Manufacturing Company.

Read a third time as engrossed,

A Bill to provide for the support of Lunatics committed to the Provincial Lunatic Asylum.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Fisher take the said Bill to the Council, and desire their concurrence thereto.

Read

Read a third time as engrossed,

A Bill to extend the jurisdiction of the Police Magistrate of the City of Saint John to Carleton, and for other purposes.

Resolved, That the Bill do pass.

Ordered, That Mr. Lawrence take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to divide the Parish of Brighton, in the County of Carleton.

Resolved, That the Bill do pass.

Ordered, That Mr. C. Perley take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed.

A Bill to repeal an Act intituled "An Act to amend the Law for the relief of Insolvent Debtors:" when

Mr. Williston moved the following engrossed amendment as a second Section, to be added thereto by way of Ryder:—

"2. It is hereby declared, that nothing in the Act hereby repealed, or any Order of discharge given, or that may be given thereunder, shall in any way or manner affect or impair, or be construed to affect or in any way or manner impair, the rights, legal or equitable, of any *bona fide* Mortgagee."

The said amendment having had three several readings, and the question taken thereon, it was agreed to by the House.

Resolved, That the Bill, with the Ryder, do pass.

Ordered, That Mr. Kerr take same to the Council, and desire their concurrence thereto.

On motion of Mr. Mitchell,

Resolved, That a Committee be appointed on the part of this House, to join such Committee as may be appointed by the Honorable the Legislative Council, to prepare an Address to Her Majesty on the subject of Reciprocity in Trade and Registry of Ships.

Ordered, That Mr. Mitchell, Mr. Wilmot, and Mr. End, do compose the said Committee; and further

Ordered, That Mr. Mitchell communicate the same to the Council.

On motion of Mr. Williston,

Resolved, That the House do now again go into Committee of the whole on—A Bill to repeal certain Sections of Chapter 52, Title viii, of the Revised Statutes, relative to the election of Parish Officers, so far as the same relate to the County of Gloucester, and to make other provisions in lieu thereof; when

Mr. End moved as an amendment—To expunge the whole of the said Resolution, and substitute as follows:—

"Whereas a Petition of sixty four Rate-payers of the Parish of Bathurst, in the County of Gloucester, has been received and laid on the Table, praying that this Bill, now moved to be referred to a Committee of the whole House, may not become a Law, and it is inexpedient that any Bill, involving what are considered popular rights, should pass through the Legislature, without giving the public full and ample opportunity of expressing an opinion thereon; therefore

Resolved, That the further consideration of the Bill be postponed until the next Session of the Legislature."

The question being taken upon the said proposed amendment, it was carried in the affirmative, and the further consideration of the Bill postponed until next Session.

On motion of Mr. Chandler,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to lay before this House, the Petition of Alice Wilson, Widow of the late John Wilson, Esquire, of Saint Andrews, deceased,

deceased, and laid before His Excellency in Council, praying relief in reference to amount due her late Husband from the Saint Andrews and Quebec Railroad Company.

Ordered, That Mr. Chandler, Mr. Steadman, and Mr. Scovil, be a Committee to wait upon His Excellency with the Address.

Mr. Cudlip moved for leave to bring in—A Bill to alter and amend an Act relating to Co-Partnerships.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Wright,

The House again went into Committee of the whole on—A Bill further to amend the Act relating to Highways, so far as relates to the Parish of Portland, in the County of Saint John.

Mr. M'Leod, in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again under their consideration, the following was moved:—

Resolved, That the further consideration of this Bill be postponed for three months.

And upon the question, the Committee divided as follows:—

YEAS.

Hon. Mr. Speaker,
DesBrisay,
Ferris,
Scovil,

Mr. Hanington,
Gillmor,
Cudlip.

Mr. Read,
Williston,
End,
Lewis,

NAYS.

Mr. M'Clelan,
Wright,
Gilbert,
W. E. Perley.

Whereupon it was decided in the negative.

The Committee then proceeded in the Bill, and had the first Section thereof before them—

And the question being taken thereon, it was also decided in the negative.

The following was then moved:—

Resolved, That the consideration of the said Bill be postponed until the next Session of the Legislature.

And upon this question, it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed.

On motion of Mr. Cudlip,

That the House proceed to the Order of the Day of the 19th day of March instant, to go into Committee of the whole on—A Bill to amend an Act intituled "An Act to provide for the expenses of the Legislature."

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Gillmor in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House, in pursuance of an Address of the 26th day of February last—

Statement made up by the Auditor General of public Printing from 1st November, 1857, to 31st October, 1858, shewing by what Establishments and for what Departments.

(See Appendix.)

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill to alter the time for holding the Inferior Courts of Common Pleas and General Sessions of the Peace in the Counties of York and Sunbury: and

The Bill to amend the Act intituled "An Act to incorporate the Town of Moncton." Without making any amendments thereto.

On motion of Mr. Mitchell,

That the House proceed to the Order of the Day of the 19th day of March instant, to go into Committee of the whole on—A Bill to afford greater facilities for obtaining Licences to cut and carry away Lumber from off Crown Lands.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Gillmor in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them, the first Section thereof was under their consideration, and which is as followeth:—

"1. That so much of Section 6, Chapter 5, Title iii, of the Revised Statutes, as relates to the sale of Lumber by public Auction, be and the same is hereby repealed."

The question being taken thereon, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. Lawrence,	Hon. Mr. Tilley,	Mr. M'Adam,
Hon. Mr. Connell,	W. E. Perley,	Hon. Mr. Fisher,	Montgomery,
Mr. Kerr,	Tapley,	Hon. Mr. Watters,	DesBrisay,
Read,	Gillmor,	Hon. Mr. Brown,	Ferris,
Williston,	Wright,	Hon. Mr. Smith,	M'Intosh,
End,	C. Perley,	Mr. Gray,	Scovil,
M'Millan,	Tibbits,	Lewis,	Wilmot,
Mitchell,	Chandler.	M'Clelan,	Vail,
Steadman,		Botsford,	Hanington,
		Allen,	M'Leod,
		M'Phelim,	Cudlip.

And it was thereupon decided in the negative.

The following Resolution was then moved:—

Resolved, That the further consideration of the Bill be postponed for three months.

Upon this question, the Committee again divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Tilley,	Mr. Montgomery,	Hon. Mr. Speaker,	Mr. Lawrence,
Hon. Mr. Fisher,	DesBrisay,	Hon. Mr. Connell,	Botsford,
Hon. Mr. Watters,	Ferris,	Mr. Kerr,	W. E. Perley,
Hon. Mr. Brown,	M'Intosh,	Read,	Tapley,
Hon. Mr. Smith,	Scovil,	Williston,	Gillmor,
Mr. Gray,	Wilmot,	End,	C. Perley,
Lewis,	Vail,	M'Millan,	Tibbits,
M'Clelan,	Hanington,	Mitchell,	Chandler.
Allen,	M'Leod,	Steadman,	
M'Phelim,	Wright,		
M'Adam,	Cudlip.		

And so it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed.

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Fisher, a Member of Her Majesty's Executive Council, by command of His Excellency, delivered the following Message:—

"New Brunswick.

"Message to the House of Assembly, 23rd March, 1859.

"J. H. T. MANNERS-SUTTON.

"His Excellency the Lieutenant Governor lays before the House of Assembly, a copy of a Despatch, (Circular, 12th March, 1858,) from the Secretary of State, relative to the Imperial Act to amend the Law relating to Divorce and Matrimonial Causes in England."

J. H. T. M-S.

This Document being read at the Clerk's Table, is as follows:—

(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 difference 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 Governors' 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, &c. &c. New Brunswick.

(Enclosure.)

Copy of Act 20 and 21 Vict. Chap. 85, entitled “An Act to amend the Law relating to Divorce and Matrimonial Causes in England.”

Read a third time as engrossed,

A Bill to enlarge the jurisdiction of the City Court of the City of Saint John.

Resolved, That the Bill do pass.

Ordered, That Mr. Lawrence take the said Bill to the Council, and desire their concurrence thereto.

The House adjourned until to-morrow morning at 10 o'clock.

Thursday, 24th March, 1859.

Prayers.

Read a second time—

A Bill to alter and amend the Act relating to Co-Partnerships.

On motion of Mr. Cudlip,

The House went into Committee of the whole on—A Report from a Select Committee submitted to the House on the 19th day of March instant, on a Petition from Thomas O'Keleher, for relief in reference to a Grant of Land alleged to have been wrongfully issued to one Richard Hosford.

Mr. M'Clelan in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee proceeding in the consideration of the Report of the Select Committee referred to them, the following was moved:—

Resolved, As the opinion of this Committee, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that proceedings may be instituted in this matter, in order, if justice should require it, that the recommendation of the Select Committee be carried into effect.

To

To which it was moved as an amendment—To expunge the whole thereof, after the word “Resolved,” and substitute as follows:—

“As the opinion of this Committee, that from the matters appearing in the Report of the Select Committee, it is the duty of the Government to investigate the whole subject, and to cause legal proceedings to be taken, if necessary, to try the validity of the Grant issued, and if it should result in the Grant having been issued upon incorrect representations, that the same may be cancelled, and a Grant may be issued to the party legally entitled, or his assignee or legal representatives.”

And the question being taken upon the proposed amendment, it was carried in the affirmative.

Ordered, That the Report be accepted, and the Resolution recommended by the Committee, adopted by the House; and

On motion of Mr. Cudlip,

Resolved, That a copy of the Report of the Select Committee on the Petition of Thomas O’Keleher, in reference to a Grant of Land issued to one Thomas Hosford, as also of the Resolution of the House of this day, when in consideration of the said Report, be furnished to His Excellency the Lieutenant Governor; and that an humble Address be presented to His Excellency, praying that he will be pleased to cause measures to be had to carry into effect the wishes of the House, as expressed by that Resolution.

Ordered, That Mr. Cudlip, Mr. Chandler, and Mr. Williston, be a Committee to wait upon His Excellency with the Address.

The Honorable Mr. Fisher moved for leave to bring in—A Bill to amend the Act for the encouragement of Agriculture, and to provide for the establishment of a Provincial Board.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Williston,

The House again went into Committee of the whole on—A Bill to regulate the sale and disposal of Church and Glebe Lands of the Church of England in this Province.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them again under their consideration, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Tilley, a Member of Her Majesty’s Executive Council, by command of His Excellency, delivered the following Message:—

“**New Brunswick.**

“*Message to the House of Assembly, 23rd March, 1859.*

“J. H. T. MANNERS-SUTTON.

“His Excellency the Lieutenant Governor, in continuation of Correspondence laid before the House of Assembly on the 11th April, 1856, and 20th March, 1857, with respect to the maintenance of the Light House on Cape Race, lays before the House copies of three Despatches, with their Enclosures, from the Secretary of State, dated respectively, August 3rd, 1857, *Circular*, August 31st, 1857, *Circular*, and December 24th, 1858, No. 42.”

J. H. T. M.-S.

The Documents communicated by this Message, being read at the Clerk’s Table, are as follow:—

LIGHT HOUSE AT CAPE RACE.

(Copy)—Circular.

Downing Street, 3rd August, 1857.

SIR,—With reference to my Despatch of the 13th November, I transmit herewith the copy of an Order of Her Majesty in Council, authorizing the levying of a Toll on Ships passing or deriving benefit from the Light House erected on Cape Race, Newfoundland.

I have, &c.

(Signed)

H. LABOUCHERE.

(Copy)

(Enclosure.)

At the Court at Buckingham Palace, the 16th day of July, 1857.

PRESENT :

The Queen's Most Excellent Majesty in Council.

Whereas by the " Merchant Shipping Act Amendment Act, 1855," it is enacted, that in any case in which any Light House had been or should be thereafter erected or placed on or near the coasts of any British Possession, by or with the consent of the legislative authority of such Possession, Her Majesty might, by Order in Council, fix such dues in respect thereof, to be paid by the owner or master of every ship which passes the same or derives benefit therefrom, as Her Majesty might deem reasonable.

And whereas a Light House has, by and with the consent of the legislative authority of the Colony of Newfoundland, been erected on Cape Race, in the said Colony, and a light is already exhibited therein.

And whereas the several classes of ships following, that is to say ;

All ships, whether sailing ships or steam ships, navigating from any port or ports in the British Colonies in North America, to any port or ports in the United Kingdom ;

All ships, whether sailing ships or steam ships, navigating from any port or ports in the United Kingdom, to any port or ports in the British Colonies in North America ;

All ships, whether sailing ships or steam ships, bound from any port or ports in the British Colonies in North America upon any transatlantic voyage ;

All ships, whether sailing ships or steam ships, arriving in any port or ports in the British Colonies in North America, after any transatlantic voyage ;

All ships, whether sailing ships or steam ships, arriving at any port or ports in the United Kingdom, from New York or any port in the United States north of New York ;

All steam ships leaving any port or ports in the United Kingdom for New York, or any port in the United States north of New York ;

Will pass the said Light House, and will derive benefit therefrom.

Now, therefore, Her Majesty in exercise of the powers vested in Her by the said recited Act, by and with the advice of Her Privy Council, is pleased to direct, that, from and after the date of this present Order, the dues in respect of the said Light House upon Cape Race, to be paid for every such ship as aforesaid, except ships belonging to Her Majesty, Her heirs, and successors, shall be one sixteenth of a penny per ton, of the burthen of every such ship, for every such voyage as aforesaid ;

But no such dues as aforesaid shall be levied in any Colony, unless and until the legislative authority in such Colony has, either by address to the Crown, or by an Act or Ordinance duly passed, signified its opinion that the same ought to be levied in such Colony.

(Signed)

C. C. GREVILLE.

(Copy)—Circular.

Downing Street, 31st August, 1857.

SIR,—With reference to my Circular Despatch of the 3rd instant, enclosing a copy of the Order of Her Majesty in Council, authorizing the levying of a Toll on Ships passing or deriving benefit from the Light House on Cape Race. I transmit, for your information and guidance, copy of a letter addressed to this Department by desire of the Lords of Committee of Privy Council for Trade, pointing out the mode in which the Tolls should be collected, and stating that the accounts thereof should be rendered quarterly to their Lordship's Department.

I have, &c.

(Signed)

H. LABOUCHERE.

His Excellency the Lieutenant Governor, &c. &c. New Brunswick.

(Copy)

(Enclosure.)

Office of Committee of Privy Council for Trade, Whitehall, 22nd Aug. 1857.

SIR.—With reference to the Letter from this Department of the 29th May, relating to the Light House on Cape Race, Newfoundland, I am directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, for the information of Mr. Secretary Labouchere, the enclosed printed copies of the Order in Council authorizing the levying of dues in respect thereof.

My Lords direct me to request that you will move Mr. Labouchere to forward a copy of the Order to the Governor of Newfoundland.

My Lords also request that copies of the Order may be forwarded to the Governors of the other British North American Colonies, and that they may be instructed to bring the subject of the Tolls for this Light House, as soon as possible, before their respective Governments, with a view of obtaining either the formal assent of the Colonial Legislatures to the levying of the dues

in

in the respective Colonies, or the adoption of some other equally efficient arrangement for securing the requisite income.

As regards the mode of collecting the Tolls, it appears desirable that they should be collected, whenever it is possible to do so, at the Port of clearance before the vessel sails; and so far as applies to the collection in Ports of the United Kingdom, my Lords have requested the Commissioners of Customs to issue instructions to the various Collectors to collect the Tolls before the Ship clears on her outward voyage, and, in case of Ships arriving in the United Kingdom, not to demand the Tolls, if a Colonial receipt is produced, showing that the Toll for the voyage has been paid in the Colony.

My Lords are of opinion that this mode of collecting the Tolls at the Ports of clearance should, if possible, be adopted in the Colonies. In the case of Ships arriving in Colonial Ports, the Tolls will be demanded only when no receipt is provided, showing that the Toll for the voyage has been paid for at the Port from which the Ship had cleared.

My Lords request that the Governor of Newfoundland may be instructed to cause an account and vouchers to be rendered quarterly to this Department, of the cost of managing and maintaining the Light, and also of the amount of Tolls received in that Colony, with the particulars of the vessels which have paid the Toll. A complete set of forms will be forwarded to the Colonial Office in a few days for transmission to Newfoundland.

Five per cent. will be allowed to defray the cost of collection.

If there is a balance due to the Colony of Newfoundland upon such accounts, it may be settled quarterly by a draft on the Accountant of the Board of Trade.

The accounts of the Tolls collected in the other British North American Colonies should be rendered, in the like manner, quarterly to this Department.

With reference to placing the Light House at Cape Pine on the same footing as that at Cape Race, as proposed in the Despatch from the Governor of Newfoundland of the 8th January, 1856, my Lords direct me to request that His Excellency may be informed that, until it has been seen how the arrangements in respect of the Cape Race Light House answer, their Lordships think it better to defer the consideration of the mode of dealing with Cape Pine.

I have, &c.

(Signed)

T. H. FARRER.

H. Merivale, Esquire, &c. &c., Colonial Office.

(Copy)—No. 42.

Downing Street, 24th December, 1858.

SIR,—with reference to my Despatch of the 23rd July, 1856, respecting the collection of Tolls for the support of the 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 amount which may be calculated on per annum for the future.

I shall be glad to receive an early answer from you to these inquiries.

I have, &c.

(Signed)

E. B. LYTTON.

His Excellency the Lieutenant Governor, &c. &c. New Brunswick.

(Copy)

(Enclosure.)

Office of Committee of Privy Council for Trade, Whitehall, 15th December, 1858.

SIR,—Referring to the Letter from this Department of 22nd 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 Toll in respect of the Light.

The Colonies of Newfoundland and Prince Edward's 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 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 £1500 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 past year in this country, under the Order in Council of 16th July, 1857, including those received from Newfoundland, fall 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

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 E. B. Lytton to point out to the Governors of the British North American Colonies, the importance that this Department should be informed, as soon as possible, of the amount of Tolls which has been collected (if any) in their 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 dues.

I am, &c.

(Signed)

JAMES BOOTH.

H. Merivale, Esquire, &c. Colonial Office.

On motion of Mr. Steadman,

That the House proceed to the Order of the Day of the 19th day of March instant, to go into Committee of the whole on—The Message of His Excellency the Lieutenant Governor of the 8th day of March instant, communicating certain Despatches and information with reference to the Act passed at the last Session for the suspension of the Grant to King's College.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. M'Clelan in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the subject of the Message before them, had proceeded in the consideration thereof, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; and

On motion of Mr. Steadman; further

Ordered, That the House to-morrow, at the hour of two o'clock, P. M., again go into Committee of the whole, and resume the consideration of the said Message.

On motion of the Honorable Mr. Tilley,

The House again went into Committee of the whole on—A Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a "Medical Council of Health" in the Province of New Brunswick.

Mr. Chandler in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, and proceeding therein, the following was moved—

Resolved, That the further consideration of the Bill be postponed for three months.

And upon the question, the Committee divided as follows:—

YEAS.

Hon. Mr. Fisher,
Hon. Mr. Brown,
Hon. Mr. Connell,
Mr. Mitchell,
Steadman,

Mr. M'Adam,
Hanington,
Gillmor,
Cudlip,
C. Perley.

NAYS.

Hon. Mr. Speaker,
Hon. Mr. Tilley,
Hon. Mr. Watters,
Hon. Mr. Smith,
Mr. Kerr,
Read,
Gray,
Williston,
End,
Lewis,
M'Clelan,
M'Millan,
Lawrence,
Allen,

Mr. M'Pheim,
W. E. Perley,
Montgomery,
Tapley,
DesBrisay,
Ferris,
M'Intosh,
Scovil,
Wilmot,
Vail,
M'Leod,
Wright,
Gilbert.

Whereupon it was decided in the negative.

That the Committee then had the eleventh Section of the Bill before them, and which is as follows:—

" 11. Every person in this Province now possessed of a Medical Degree, Diploma, or Licence to practice Medicine or Surgery, from any College or other public Institution in

in Great Britain, Ireland, Canada, France, or the United States, authorized to grant the same, or a Licence from the Lieutenant Governor of the Province to practice Medicine or Surgery in this Province before the — day of — shall, upon the payment of a fee of one pound, be entitled to be registered under this Act," &c. * *

The Section being sustained—

It was moved—That the blank be filled up with the words "1st January, 1852."

To which an amendment was moved—To fill up the same with "1st January, 1858."

And the question being taken upon the amended motion, it was decided in the negative.

The question being then put upon the original motion ; when

The Committee divided as follows :—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. Botsford,	Hon. Mr. Fisher,	Mr. W. E. Perley,
Hon. Mr. Tilley,	Allen,	Hon. Mr. Brown,	Ferris,
Hon. Mr. Watters,	Montgomery,	Hon. Mr. Connell,	Scovil,
Hon. Mr. Smith,	Tapley,	Mr. Mitchell,	Hanington,
Mr. Kerr,	DesBrisay,	Steadman,	Cudlip,
Read,	M'Intosh,	Lawrence,	C. Perley,
Gray,	Wilmot,	M'Adam,	Tibbits.
Williston,	Vail,		
End,	M'Leod,		
Lewis,	Wright,		
M'Clelan,	Gilbert.		
M'Millan,			

And it was thereupon carried in the affirmative, and the blank filled up with those words and figures.

That the Committee then proceeded in the Bill to the twenty second Section thereof and which is as follows :—

"22. Any person who shall wilfully or falsely pretend to be, or take or use the name or title of a Physician, Doctor of Medicine, Licentiate in Medicine and Surgery, Bachelor of Medicine, Surgeon, or General Practitioner, or any name, title, addition, or description, implying that he is registered under this Act, or that he is recognized by Law as a Physician or Surgeon, or a Practitioner in Medicine, shall, upon a summary conviction for any such offence, pay a sum not exceeding twenty pounds ; provided that this Act shall not apply to Physicians and Surgeons actually serving in Her Majesty's Army or Navy."

The question being taken upon this Section, the Committee divided as follows :—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. Allen,	Hon. Mr. Fisher,	Mr. M'Adam,
Hon. Mr. Tilley,	W. E. Perley,	Hon. Mr. Watters,	Hanington,
Hon. Mr. Smith,	Montgomery,	Hon. Mr. Connell,	Cudlip,
Mr. Kerr,	Tapley,	Mr. Mitchell,	C. Perley.
Read,	M'Intosh,	Steadman,	
Williston,	Scovil,		
Lewis,	Vail,		
M'Millan,	M'Leod,		
Lawrence,	Wright.		
Botsford,			

And it was thereupon carried in the affirmative, and the Section adopted.

That the Committee then had the twenty third Section before them, and which is as follows :—

"23. Any penalty imposed by this Act shall be recovered in a summary manner, with costs, upon information before two Justices of the Peace for the County in which the offence shall have been committed, or if such offence shall have been committed within the City of Saint John, or the Parish of Portland in the County of Saint John, then before the respective Police Magistrates thereof, or before such other Justices of the Peace as may at any time sit in the absence of such Police Magistrate ; all such proceedings for such penalty to be, as nearly as may be, in the form and according to the

the mode here required by the Act of the General Assembly of this Province relating to Summary Convictions before Justices of the Peace."

The question being taken upon this Section, the Committee again divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. Allen.	Hon. Mr. Fisher,	Mr. M'Adam,
Hon. Mr. Tilley,	W. E. Perley,	Hon. Mr. Watters,	Hanington,
Mr. Kerr,	Montgomery,	Hon. Mr. Connell,	Cudlip,
Read,	Tapley,	Mr. Mitchell,	C. Perley.
Williston,	M'Intosh,	Steadman,	
Lewis,	Scovil,		
M'Millan,	Vail,		
Lawrence,	M'Leod,		
Botsford,	Wright.		

And so this was carried in the affirmative, and the Section adopted.

That the Committee then proceeded in the Bill, when the following was moved as an additional Section:—

"This Act shall not apply or extend to the Counties of Charlotte, Carleton, or Victoria."

Upon the question for adopting the same, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Fisher,	Mr. M'Adam,	Hon. Mr. Speaker,	Mr. Lawrence,
Hon. Mr. Connell,	Hanington,	Hon. Mr. Tilley,	Botsford,
Mr. Mitchell,	Cudlip,	Hon. Mr. Watters,	Allen.
Steadman,	C. Perley.	Hon. Mr. Smith,	W. E. Perley.
		Mr. Kerr,	Montgomery,
		Read,	Tapley,
		Williston,	M'Intosh,
		Lewis,	Vail,
		M'Clelan,	Wright.

And it was thereupon decided in the negative.

The following was then moved as an additional Section to the Bill:—

"This Act shall continue and be in force until the first day of May in the year 1862."

Upon the question for adopting this Section, the Committee again divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Fisher,	Mr. M'Adam,	Hon. Mr. Speaker,	Mr. Botsford,
Hon. Mr. Watters,	W. E. Perley,	Hon. Mr. Tilley,	Allen,
Hon. Mr. Connell,	Hanington,	Hon. Mr. Smith,	M'Phelim,
Mr. Mitchell,	Cudlip,	Mr. Kerr,	Tapley,
Steadman,	C. Perley.	Read,	DesBrisay,
		Gray,	M'Intosh,
		Williston,	Scovil,
		End,	Vail,
		Lewis,	Wright.

And so this was also decided in the negative.

That the Committee then having gone through the several Sections of the Bill had agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

The House adjourned until to-morrow morning at 10 o'clock.

Friday. 25th March. 1859.

Prayers.

Read a second time—

A Bill to amend the Act for the encouragement of Agriculture, and to provide for the establishment of a Provincial Board.

On motion of Mr. Ferris,

The House went into Committee of the whole on—A Bill to alter the place of polling at Elections in the Parish of Brunswick, in Queen's County.

Mr.

Mr. M'Leod, in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported; that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Gilbert,

The House went into Committee of the whole on—A Bill relating to certain Lands in Queen's County.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Mr. Williston, from the Committee to whom was referred the subject of giving authority to Church Corporations to sell and dispose of Church Lands, submitted a further Report; and he having read the same, handed it in at the Clerk's Table, where it was again read, and is as follows:—

"The Committee appointed on the 16th ultimo, to take into consideration the subject of Church and Glebe Lands, beg leave to make a further Report, viz:—

"The Committee have had before them the Petition of the Rector, Church Wardens and Vestry of Trinity Church, in the Parish of Sussex, in the County of King's, praying relief by reason of certain Lands granted to them by Government in 1833, on Ward's Creek in the said County, and by survey, since made, ascertained to have been previously granted to the Governor and Trustees of the Madras Board, except about seventy five acres, which Lands have been since disposed of by the said Board.

"The Committee refer the matter to be investigated by the Surveyor General, to be reported upon at the next meeting of the Legislature."

Respectfully submitted.

EDWARD WILLISTON, *Chairman*,
CHARLES WATTERS,
GEORGE KERR,
A. H. GILLMOR, Jun.,
M. M'LEOD,
J. H. GRAY,
J. W. LAWRENCE.

Committee Room, 24th March, 1859.

Ordered, That the Report be accepted.

Mr. Scovil, by leave, presented a Petition from Charles H. Ketchum and J. Thomas Ketchum, of the Parish of Norton, in King's County, praying that an investigation may be had as to appraisement of Damages for Lands taken from them for Railway purposes; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed on the 19th day of March instant, to take into consideration a Petition from W. R. M. Burtis, for relief in respect to Railway damages, to report thereon.

Mr. Scovil, also by leave, presented a Petition from Conrad John Hendricks, of the Parish of Norton, in King's County, of a like prayer for investigation as to appraisement for Land taken from him for Railway purposes; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

On motion of Mr. Scovil,

The House went into Committee of the whole on—A Bill to alter and amend an Act intituled "An Act relating to Highways."

The Honorable Mr. Watters in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On

On motion of the Honorable Mr. Fisher,
The House went into Committee of the whole on—A Bill to exempt Ministers of Religion from taxation in certain cases.

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them, the first Section thereof was under their consideration, and which is as follows:—

" 1. The stipend or salary of any Minister of Religion, as such, from whatever source derived, so long as the same does not exceed the annual sum of three hundred pounds, shall be exempt from the payment of any assessment for any local purpose or object whatever, under any Law now or hereafter in force for assessing, levying and collecting County or Parish Rates, or for providing or defraying the expense of any local object by assessment."

To which an amendment was moved—To expunge therefrom the words, "so long as the same does not exceed the annual sum of three hundred pounds."

Upon the question for adopting the same, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Watters,	Mr. M'Intosh,	Hon. Mr. Speaker,	Mr. Steadman,
Mr. Read,	Scovil,	Hon. Mr. Tilley,	M'Phelim,
End,	Hanington,	Hon. Mr. Fisher,	Montgomery,
W. E. Perley,	Chandler.	Hon. Mr. Connell,	Ferris,
DesBrisay,		Hon. Mr. Smith,	Gillmor,
		Mr. Kerr,	Wright,
		Williston,	Cudlip,
		Lewis,	C. Perley,
		M'Clelan,	Tibbits.

And it was thereupon decided in the negative.

The question was then taken upon the Section, when the Committee again divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Tilley,	Mr. M'Clelan,	Hon. Mr. Smith,	Mr. Wright,
Hon. Mr. Fisher,	Steadman,	Mr. M'Phelim,	Cudlip,
Hon. Mr. Watters,	W. E. Perley,	M'Intosh,	C. Perley,
Hon. Mr. Connell,	Montgomery,	Gillmor,	Chandler.
Mr. Kerr,	DesBrisay,		
Read,	Ferris,		
Williston,	Scovil,		
End,	Hanington.		
Lewis,			

And it was thereupon carried in the affirmative, and the Section agreed to.

That the Committee then went through the remaining Sections of the Bill, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

Mr. Williston, from the Committee on the subject of the Fisheries, submitted their Report; and he having read the same, it was handed in at the Clerk's Table, where it was again read, and is as follows:—

"The Committee appointed on the 12th ultimo, to take into consideration all matters relating to the Fisheries of the Province, having had before them several matters connected therewith, and having examined the same, beg to make the following Report, viz:—

"1st. Your Committee have had before them "A Bill for the protection of the Fisheries, so far as relates to the County of Kent:" Also, a Petition from J. P. Ford, Isaac Sowerby, William Doherty, Edward Walker, H. J. Smith, Terrance Curran, and 109 others, praying that the said Bill may not pass into a Law. Your Committee having carefully examined the provisions of the said Bill, and the protection sought, and the arguments of the Petitioners in opposition thereto, have determined to report against the said Bill for the following reasons:—

"That the extensive Milling and Lumbering business carried on in the small fresh water Rivers of the County are deemed of great importance to the inhabitants generally; that, as your Committee have no evidence before them to shew how the saw-dust can be

be

be prevented from escaping from Mills so situated into such Streams, and the Fisheries being very limited compared with the vast amount of capital and labour employed in the prosecution of the Milling business, your Committee are not prepared to recommend the Bill under consideration; and, moreover, as the question only affects the inhabitants of the County, whose wishes and feelings can be better ascertained in the locality, your Committee would recommend the parties seeking the protection, to apply to the Sessions, now vested with sufficient power to regulate the whole subject, and protect the Fisheries without the intervention of the Legislature.

"2nd. Your Committee have had before them "A Bill to afford further protection to the Fisheries:" Also a Petition from William O. Smith, William Olive, and 109 others, praying that the said Bill may become Law. Your Committee on examining the Bill, find that the object is to prevent the catch of Gaspereaux in the Washademoak Lake, the Grand Lake, or Maquapit Lake, in Queen's County, or in the French Lake in Sunbury, or in any other fresh water Lake in the Province, at a particular season of the year. Your Committee have examined witnesses from Saint John, (where this Bill originated) and find it is particularly intended to prevent the catch of Gaspereaux in the Lakes named during the spawning season and on the spawning grounds, whither the Fish resort at certain seasons for that purpose. Your Committee have also examined the Members of the respective Counties on the subject, who are unanimously opposed to the Bill, alleging that the injury complained does not exist, that the Bill is not required, is a direct invasion, by the inhabitants of Saint John, of the rights of the respective Counties, and that the mode of taking Gaspereaux by the Fishermen of Saint John in Wiers, is destructive to the Fisheries, and allow but few to find their way into the Lakes. Your Committee are fully sensible of the importance of protecting the Spawning Grounds, but when such a difference of opinion exists, they are not prepared to press the Bill against the wishes of the people. They would recommend the Local authorities to investigate the subject, and if the injury to the Fisheries really exist as stated, have ample power by regulations to remedy the evil and protect the Fisheries, and should they not afford relief the Government have power to appoint Wardens to look after and prevent the destruction of the Gaspereaux on their Spawning Grounds.

"3rd. Your Committee have had also before them, "A Bill to encourage the Fisheries of this Province." Your Committee find that by a Despatch from the Right Honorable Earl Gray, Her Majesty's Principal Secretary of State for the Colonies, dated 2nd March, 1848, in reference to an Act that passed the Legislature granting a Bounty on the cultivation of Hemp, it is among other things stated, "that experience "has so fully demonstrated the impolicy of artificially directing capital and industry "into channels which they would not naturally follow, that I must request that you will "withhold your assent from any Law which may hereafter be passed by the Provincial "Legislature involving a principle of this objectionable and impolitic nature." That in 1852 the Province of Prince Edward Island passed a Law for the encouragement of the Fisheries, and on the subject being again brought prominently before the Colonial Office, the then Minister for the Colonies, Sir John S. Pakington, abrogated the doctrine of his predecessor above referred to, and confirmed the Law. That since that period Canada has passed a similar Act, and the United States encourages the Fisheries by direct bounties, to a great extent; and it is a question of grave consideration with your Committee, whether similar protection and encouragement should not be extended to this Province: But as the question involves directly the principles of initiation, the subject should be dealt with by the Executive Government during the recess, in order, that if the principles are recognized, that an Act may pass at the next Session of the Legislature to attain the object."

Respectfully submitted.

EDWARD WILLISTON, *Chairman*.
J. MONTGOMERY,
J. W. CHANDLER,
JA. STEADMAN.

Committee Room, 24th March, 1859.

Ordered, That the Report be accepted.

Mr. Lawrence, from the Committee of Trade, submitted the following Report:—
 “The Committee of Trade, to whom was referred—The Bill to modify the Laws relating to Interest and Usury, beg leave to report—That they have had the Bill under consideration, and had agreed to refer it back to the House.”

J. W. LAWRENCE,
 JOHN M. ADAM,
 JOHN M. MILLAN,
 P. MITCHELL,
 JOHN W. CUDLIP,
 L. P. W. DESBRISAY.

Committee Room, 25th March, 1859.

Ordered, That the Report be accepted.

On motion of Mr. Chandler,

The House again went into Committee of the whole on—A Bill to alter and amend Chapter 125, Title xxxiv, of the Revised Statutes, “Of absconding, concealed, or absent Debtors.”

Mr. M'Clelan in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them again under their consideration, had agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

A Message from the Legislative Council.

Mr. Carman informed the House that the Council had agreed to—

The Bill to place certain Public Buildings under the control of the Board of Works, Without making any amendment thereto.

And that they had also agreed to—

The Bill to provide for defraying certain expenses of the Civil Government of this Province: and

The Bill to provide for the repair and improvement of Roads and Bridges, and other Public Works.

And he further informed the House—

That the Council had appointed the Honorable Messieurs Wark and Seely a Committee on the part of that House, to join the Committee of the Assembly to prepare an Address to Her Majesty, on the subject of Reciprocity in Trade and the Registry of Ships.

On motion of Mr. Cudlip,

That the House proceed to the Order of the Day of the 21st day of March instant, to go into Committee of the whole on—A Bill to modify the Laws relating to Interest and Usury.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Read a third time as engrossed,

A Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a “Medical Council of Health” in the Province of New Brunswick.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Tilley take the said Bill to the Council, and desire their concurrence thereto.

On motion of Mr. Steadman,

The House again went into Committee of the whole, and resumed the consideration of—The Message of His Excellency the Lieutenant Governor of the 8th March instant, with

with reference to the Act passed at the last Session, to suspend the Grant to King's College.

Mr. M'Clelan in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee proceeding in the consideration of the said Message—

A motion was made—That he leave the Chair, report progress, and ask for leave to sit again; and

Upon the question, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Fisher,	Mr. Montgomery,	Hon. Mr. Brown,	Mr. W. E. Perley,
Hon. Mr. Connell,	Tapley,	Mr. Mitchell,	Gillmor,
Hon. Mr. Smith,	DesBrisay,	Allen,	Wright,
Mr. Kerr,	Ferris,	M'Adam,	Cudlip.
Gray,	M'Intosh,		
Williston,	Scovil,		
End,	Wilmot,		
Lewis,	Vail,		
M'Millan,	Hanington,		
Steadman,	M'Leod,		
Lawrence,	Tibbits.		
Botsford,			

And so it was carried in the affirmative.

Ordered, That the Report be accepted and leave granted; and

On motion of Mr. Steadman; further

Ordered, That the House do to-morrow, at the hour of two o'clock, P. M., again go into Committee of the whole and resume the consideration of the said Message.

The House adjourned until to-morrow morning at 10 o'clock.

Saturday, 26th March, 1859.

Prayers.

Read a third time as engrossed,

A Bill to alter the place for Polling at Elections in the Parish of Brunswick, in Queen's County.

Resolved, That the Bill do pass.

Ordered, That Mr. Ferris take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to alter and amend an Act intituled "An Act relating to Highways."

Resolved, That the Bill do pass.

Ordered, That Mr. Scovil take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to exempt Ministers of Religion from taxation in certain cases.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Fisher take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to alter and amend Chapter 125, Title xxxiv, of the Revised Statutes, "Of Absconding, Concealed, or Absent Debtors."

Resolved, That the Bill do pass.

Ordered, That Mr. Chandler take the said Bill to the Council, and desire their concurrence thereto.

On

On motion of the Honorable Mr. Fisher,
The House went into Committee of the whole on—A Bill relating to the administration of Justice.

Mr. Lewis in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had agreed to the same under the Title of—

A Bill relating to the Law Library.

Ordered, That the Report be accepted and the Bill engrossed under the amended Title.

Mr. Cudlip, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the 24th day of March instant, communicating Report of the Select Committee on a Petition from Thomas O'Keleher, in reference to a Grant of Land alleged to have been wrongfully issued to one Thomas Hosford, as also the Resolution of the House thereon, and praying that His Excellency would be pleased to cause measures to be had to carry into effect the wishes of the House as thereby expressed, reported—That they had attended thereto, and His Excellency was pleased to say—that he would consult his Council with respect to the Address.

On motion of Mr. Kerr,

The House went into Committee of the whole on—A Bill for establishing and maintaining a Police Force in the Town of Chatham, in the County of Northumberland.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Kerr,

The House again went into Committee of the whole on—A Bill relating to the settlement and support of the Poor in this Province.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Williston,

The House again went into Committee of the whole on—A Bill to regulate the sale and disposal of Church and Glebe Lands of the Ghurch of England in this Province.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their further consideration, had agreed to the same.

Ordered, That the Report be accepted, and the Bill engrossed.

On like motion of Mr. Williston,

The House went into Committee of the whole on—A Bill to amend Chapter 133, Title xxxiv, of the Revised Statutes, "Of Trespasses on Lands, Private Property, and Lumber."

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

The Honorable Mr. Smith moved for leave to bring in—A Bill to explain Chapter 69, Title x, of the Revised Statutes, "Of Commissioners of Sewers for the Parish of Sackville."

Leave granted.

The said Bill being brought in was read a first time.

On

On motion of Mr. M'Phelim,

That the House proceed to the Order of the Day of the 19th day of March instant, to go into Committee of the whole on—A Bill relating to the qualifications, appointment, and tenure of office of the principal Judicial Officers.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Lewis in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of the Honorable Mr. Fisher,

The House went into Committee of the whole on—A Bill to amend the Act for the encouragement of Agriculture, and to provide for the establishment of a Provincial Board.

Mr. M'Intosh in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Fisher, a Member of Her Majesty's Executive Council, by command of His Excellency, delivered the following Message:—

"New Brunswick.

"Message to the House of Assembly, 25th March, 1859.

"J. H. T. MANNERS-SUTTON.

"His Excellency the Lieutenant Governor, in reply to the Address of the House of Assembly of 14th March 1859, with reference to the appointment of the Receiver General and Deputy Receiver General, lays before the House. copies of the following Documents:—

- "1. Memorandum of the appointment of the Receiver General, dated September 3rd, 1858 :
- "2. Letter from the Provincial Secretary to Mr. Beverley Robinson, dated September 6th, 1858 :
- "3. Memorandum of the appointment of the Deputy Receiver General, dated September 10th, 1858 :
- "4. Letter from the Provincial Secretary to Mr. T. R. Robertson, dated September 11th, 1858."

J. H. T. M-S.

The Documents communicated by this Message, are as follow:—

RECEIVER AND DEPUTY RECEIVER GENERAL.

Return to Address of the House, passed 14th March, 1859, relative to the appointment of the Receiver General and Deputy Receiver General.

Memorandum of the appointment of the Receiver General.

"Appoint Beverley Robinson, Esquire, Provincial Treasurer, provisionally, and without salary, to be Receiver General of the Queen's Casual and Territorial Revenue of this Province, in the room of the Hon. Thomas C. Lee, deceased."

(Signed)

J. H. T. MANNERS-SUTTON.

Government House, September 3rd, 1858.

Secretary's Office, 6th September, 1858.

SIR.—By an Order of His Excellency the Lieutenant Governor, you have been provisionally appointed Receiver General of the Queen's Casual and Territorial Revenue in this Province, without salary, in the room of the Hon. Thomas C. Lee, deceased.

A Commission appointing you to that office will be forwarded in due course.

I have, &c.

S. L. TILLEY.

B. Robinson, Esquire, Province Treasurer, Saint John.

Memorandum of the appointment of the Deputy Receiver General.

"Appoint Thomas R. Robertson, Esquire, provisionally, without salary, Deputy Receiver General, for the purpose of receiving, in the absence of the Receiver General, Her Majesty's Casual and Territorial Revenues payable in Fredericton."

(Signed)

J. H. T. MANNERS-SUTTON.

Government House, September 10th, 1858.

Secretary's Office, 11th September, 1858.

SIR,—I am directed to inform you that His Excellency the Lieutenant Governor has been pleased to appoint you provisionally, and without salary, to be Deputy Receiver General, for the purpose of receiving, in the absence of the Receiver General, Her Majesty's Casual and Territorial Revenues payable at Fredericton.

I am further to inform you, that all moneys so to be received and remaining in your hands, are to be transmitted to the Receiver General, monthly.

I have, &c.

S. L. TILLEY.

Thomas R. Robertson, Esquire, Deputy Receiver General, Fredericton.

The Honorable Mr. Fisher, also by command of His Excellency, delivered the following Message:—

"New Brunswick.*"Message to the House of Assembly, 26th March, 1859.***"J. H. T. MANNERS-SUTTON.**

"His Excellency the Lieutenant Governor lays before the House of Assembly, a copy of the Report of the Commissioners appointed to survey and establish the Boundary Line between the Province of Nova Scotia and New Brunswick, in connection with the Commissioners appointed by the Government of Nova Scotia."

J. H. T. M-S.

The Document communicated by this Message, is as follows:—

BOUNDARY WITH NOVA SCOTIA.

To His Excellency the Honorable John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

The Commissioners appointed by Your Excellency to survey and establish the Boundary Line between the Provinces of Nova Scotia and New Brunswick, in connection with the Commissioners appointed by the Government of Nova Scotia, met pursuant to directions, and agreed upon the following as the Boundary Line between the said Provinces, viz:—

Commencing at the Mouth of the Missiquash River in Cumberland Bay, and thence following the several courses of the said River to a Post near Black Island; thence north fifty four degrees and twenty five minutes east, crossing the south end of Black Island, two hundred and eighty eight chains to the northerly angle of Trenholm Island; thence north thirty seven degrees east eighty five chains and eighty two links to a Post; thence north seventy six degrees east forty six chains and twenty links to the Portage; thence south sixty five degrees and forty five minutes east three hundred and ninety four chains and forty links to Tidnish Bridge; thence following the several courses of said River along its northern upland bank to its mouth; thence following the northwesterly channel to the deep waters of the Bay Verte, giving to Nova Scotia the control of the navigable waters and Tidnish River.

The Line from its departure from the Missiquash River to the Tidnish Bridge, was surveyed by Alexander Munro, Esquire, under the joint direction of the Commissioners, and Posts erected across the Bog between the Head of Missiquash River and the Head of the Lakes at the Portage, and the line from that point through the wilderness to the Tidnish Bridge opened out, as shewn by the Plan accompanying this Report.

The Commissioners intend during the next Summer, unless otherwise directed, to define the line from the Portage to the Tidnish Bridge more distinctly by the erection of Iron Posts.

Respectfully submitted.

(Signed)

JOSEPH AVARD, }
JAS. STEADMAN, } *Commissioners.*

March 17, 1859.

On motion of Mr. Steadman,

The House again went into Committee of the whole and resumed the consideration of the Message of His Excellency the Lieutenant Governor, of the 8th of March instant, in reference to the Act passed at the last Session, for the suspension of the Grant to King's College.

Mr. M'Clelan in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The

The Chairman reported, that the Committee having the subject of the said Message again before them, and the same being debated—

It was moved—That he leave the Chair, report progress, and ask for leave to sit again.

Upon the question, the Committee divided as follows:—

YEAS.

Hon. Mr. Smith,
Mr. Kerr,
Read,
Gray,
Williston,
End,
Lewis,
Lawrence,
Botsford,
Allen,

Mr. M'Phelim,
Montgomery,
M'Intosh,
Scovil,
Wilmot,
Hanington,
M'Leod,
Tibbits,
Chandler.

NAYS.

Hon. Mr. Tilley,
Hon. Mr. Fisher,
Hon. Mr. Watters,
Hon. Mr. Brown,
Hon. Mr. Connell,
Mr. M'Millan,
Mitchell,
Steadman,

Mr. M'Adam,
W. E. Perley,
Ferris,
Gillmor,
Wright,
Cudlip,
C. Perley.

And it was thereupon carried in the affirmative.

Ordered, That the Report be accepted and leave granted; and

On motion of Mr. Steadman; further

Ordered, That the House do on Monday next, at the hour of two o'clock, P. M., again go into Committee of the whole and resume the further consideration of the said Message.

On motion of the Honorable Mr. Fisher,

The House went into Committee of the whole on—A Bill to establish the Boundary Line between the Provinces of New Brunswick and Nova Scotia.

The Honorable Mr. Watters in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had agreed to the same under the Title of—

A Bill relating to the Boundary Line between the Provinces of New Brunswick and Nova Scotia.

Ordered, That the Report be accepted and the Bill engrossed, under the amended Title.

The House adjourned until Monday morning next at 10 o'clock.

Monday, 28th March, 1859.

Prayers.

Read a second time—

A Bill to explain Chapter 69, Title x, of the Revised Statutes, "Of Commissioners of Sewers for the Parish of Sackville."

On motion of Mr. M'Leod,

The House went into Committee of the whole on—A Bill to authorize the division of the Parish of Hampton into two Parishes.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. W. E. Perley,

The House went into Committee of the whole on—A Bill to alter and amend an Act intituled "An Act to encourage the destruction of Bears in this Province."

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

Read

Read a third time as engrossed,

A Bill to regulate the sale and disposal of Church and Glebe Lands of the Church of England in this Province.

Resolved, That the Bill do pass.

Ordered, That Mr. Williston take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill relating to the Boundary Line between the Provinces of New Brunswick and Nova Scotia.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Fisher take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to amend the Act for the encouragement of Agriculture, and to provide for the establishment of a Provincial Board.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Fisher take this Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill relating to the Law Library.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Fisher also take this Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to amend Chapter 133, Title xxxiv, of the Revised Statutes, "Of Trespasses on Lands, Private Property, and Lumber."

Resolved, That the Bill do pass.

Ordered, That Mr. Williston take the said Bill to the Council, and desire their concurrence thereto.

On motion of Mr. M'Intosh,

The House went into Committee of the whole on—A Bill to repeal Section 11, Chapter 28, Title iii, of the Revised Statutes, "Of Warehousing Goods."

Mr. Chandler in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration—

The question was taken on the first and only Section thereof, when the Committee divided as follows:—

YEAS.

Hon. Mr. Fisher,
Mr. Williston,
Allen,
M'Phelim,

Mr. M'Intosh,
Scovil,
C. Perley.

NAYS.

Hon. Mr. Speaker,
Hon. Mr. Tilley,
Hon. Mr. Smith,
Mr. Kerr,
Read,
End,
Lewis,
M'Clelan,

Mr. W. E. Perley,
Montgomery,
DesBrisay,
Ferris,
Banington,
Wright,
Cudlip.

And it was thereupon decided in the negative.

That the Committee then passed the following Resolution:—

Resolved, That the further consideration of the Bill be postponed for three months.

Ordered, That the Report be accepted, and the further consideration of the Bill accordingly postponed.

The Honorable Mr. Tilley, by leave, presented a Petition from the President and Directors of the Victoria College, in the City of Saint John, praying that an Act may pass authorizing the closing up of the said College; which he read.

Ordered, That the said Petition be received and lie on the Table.

The Honorable Mr. Tilley moved for leave to bring in—A Bill to authorize the Trustees of the Victoria College, in the City of Saint John, to wind up and close the affairs of the said College.

Leave granted.

The said Bill being brought in was read a first time.

On motion of the Honorable Mr. Smith.

The House went into Committee of the whole on—A Bill to enable the Dorchester Olive Freestone Company, of the County of Richmond, State of New York, to hold property in this Province

Mr. Williston in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill to repeal an Act intituled "An Act to amend the Law for the relief of Insolvent Debtors,"

Without making any amendment thereto.

Mr. Chandler, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of the 23rd day of March instant, requesting that a Petition from Alice Wilson, Widow of the late John Wilson, Esquire, deceased, submitted to His Excellency in Council, in respect to the claims of her late Husband upon the Saint Andrews and Quebec Railway Company, reported—That they had attended thereto, and His Excellency was pleased to say—that the wishes of the House would be complied with.

On motion of Mr. Steadman,

The House again went into Committee of the whole, and resumed the further consideration of the Message of His Excellency the Lieutenant Governor of the 8th day of March instant, in reference to the Act passed at the last Session, for the suspension of the Grant to King's College.

Mr. McClelan in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee proceeding in the consideration of the Message referred to them, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; and

On motion of Mr Steadman; further

Ordered, That the House do to-morrow, at the hour of two o'clock, p. m., again go into Committee of the whole, and resume the consideration of the said Message.

On motion of Mr. M'Phelin,

Ordered, That the House do on Thursday the 31st day of March instant, go into Committee of the whole on—A Bill to amend the Acts relating to Railways in this Province.

The House adjourned until to-morrow morning at 10 o'clock.

Tuesday, 29th March, 1859.

Prayers.

Read a second time—

A Bill to authorize the Trustees of the Victoria College, in the City of Saint John, to wind up and close the affairs of the said College.

Read a third time as engrossed,

A Bill to alter and amend an Act intituled "An Act to encourage the destruction of Bears in this Province."

Resolved, That the Bill do pass.

Ordered, That Mr. W. E. Perley take the said Bill to the Council, and desire their concurrence thereto.

On motion of Mr. Cudlip,

The House went into Committee of the whole on—A Bill to alter and amend an Act relating to Co-Partnerships.

Mr. Hanington in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Allen,

The House went into Committee of the whole on—A Bill relating to the Corporation of the City of Fredericton.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made amendments thereto, and then agreed to the same, under the Title of—

A Bill to amend the Act to incorporate the City of Fredericton.

Ordered, That the Report be accepted and the Bill engrossed, as amended, under the amended Title.

On motion of Mr. Wilmot,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause to be laid before the House a Petition of F. W. Hatheway and Otis Small, of the City of Saint John, and which was submitted to His Excellency in Council, praying for return of Duties on Steamboat Machinery.

Ordered, That Mr. Wilmot, Mr. Vail, and Mr. M'Intosh, be a Committee to wait upon His Excellency with the Address.

On motion of the Honorable Mr. Smith,

Resolved, That a Bill before the House—To enable the Dorchester Olive Freestone Company, of the County of Richmond, State of New York, to hold property in this Province—be referred to a Select Committee to report thereon; and

Ordered, That Mr. Williston, Mr. M'Leod, and Mr. Chandler, do compose the said Committee.

On motion of Mr. Tibbits,

The House went into Committee of the whole on—A Bill for the granting of Mill Reserves in certain cases.

Mr. Steadman in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Tibbits,

Resolved, That the Bill now reported from a Committee of the whole House, as to the granting of Mill Reserves, be referred to a Select Committee to report thereon; and

Ordered, That Mr. Williston, Mr. M'Intosh, and Mr. W. E. Perley, do compose the said Committee.

On motion of the Honorable Mr. Smith,

The House went into Committee of the whole on—A Bill to explain Chapter 69, Title x, of the Revised Statutes, "Of Commissioners of Sewers for the Parish of Sackville."

Mr.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. M'Clelan,

Resolved, That the Correspondence and other Documents in reference to the publication of a Map of the Province, and the expenses incurred in the compiling and completion thereof, laid before the House on the 14th day of March instant, in pursuance of an Address, be referred to a Select Committee to examine and report thereon.

Ordered, That Mr. M'Clelan, Mr. Kerr, and Mr. Hanington, do compose the said Committee.

On motion of Mr. Steadman,

The House again went into Committee of the whole, and resumed the consideration of the Message from His Excellency the Lieutenant Governor of the 8th day of March instant, in reference to the Act passed at the last Session, for the suspension of the Grant to King's College.

Mr. M'Clelan in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the matter referred to them again under their consideration, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted ; and

On motion of Mr. Steadman ; further

Ordered, That the House do to-morrow, at the hour of two o'clock, P. M., again go into Committee of the whole, and resume the consideration of the said Message.

The House adjourned until to-morrow morning at 10 o'clock.

Wednesday, 30th March, 1859.

Prayers.

Read a third time as engrossed,

A Bill to alter and amend the Act relating to Co-Partnerships.

Resolved, That the Bill do pass.

Ordered, That Mr. Cudlip take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to explain Chapter 69, Title x, of the Revised Statutes, "Of Commissioners of Sewers for the Parish of Sackville."

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr Smith take the said Bill to the Council, and desire their concurrence thereto.

On motion of Mr. Wright,

The House went into Committee of the whole on—A Bill in addition to and in amendment of an Act for the establishing and maintaining a Police Force in the Parish of Portland, in the City and County of Saint John.

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Cudlip,

Ordered, That the House do on Friday the 1st day of April next, again go into Committee of the whole on—A Bill to modify the Laws relating to Interest and Usury.

On like motion of Mr. Cudlip,

Ordered, That the House do on Saturday the 2nd day of April next, go into Committee of the whole on—A Bill in addition to and in amendment of Chapter 96, of the Revised Statutes, "Of the Survey and Exportation of Lumber."

On motion of Mr. Steadman,

The House went into Committee of the whole on—A Bill to incorporate the Caledonia Asphaltic Mining and Manufacturing Company.

Mr. Allen in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Mr. Wilmot moved for leave to bring in—A Bill to authorize the Justices of the Peace for the City and County of Saint John to raise a sum of money for erecting an addition to the Alms House of the said City and County.

Leave granted.

The said Bill being brought in was read a first and second times.

On motion of Mr. Steadman,

Ordered, That the House do on Monday the 4th day of April next, go into Committee of the whole on—A Bill sent down from the Legislative Council, intituled "An Act relating to Intestate Estates and the Practice of Probate Courts."

Mr. Wilmot, by leave, presented a Petition from the Justices of the Peace for the City and County of Saint John, praying that a Bill now or about to be introduced at this present Session, "To amend Act 18 Victoria, Chapter 38, to provide an improved system of Sewerage and Water Supply of part of the City of Saint John and Parish of Portland," may not pass into Law; which he read.

Ordered, That the said Petition be received and lie on the Table.

On motion of Mr. Lawrence,

The House went into Committee of the whole on—A Bill to authorize the extension of King Street, in that part of the City of Saint John called Carleton.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Gray,

The House again went into Committee of the whole on—A Bill to enable parties having claims against the Province of New Brunswick, to have the same adjudicated upon by the Courts of Law.

Mr. Wright in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their further consideration, and proceeding therein—

It was moved—That the further consideration of the Bill be postponed for three months.

And upon the question, the Committee divided as follows:—

YEAS.

Hon. Mr. Speaker,	Mr. McClelan,
Hon. Mr. Fisher,	M ^r . Adam,
Hon. Mr. Watters,	Ferris,
Hon. Mr. Connell,	Cullip,
Hon. Mr. Smith,	C. Perley.
Mr. Lewis,	

NAYS.

Hon. Mr. Tilley,	Mr. W. E. Perley,
Hon. Mr. Brown,	Montgomery,
Mr. Read,	Tapley,
Gray,	DesBrisay,
Williston,	Scovil,
End,	Wilmot,
M ^r . Millan,	Vail,
Mitchell,	Hanington,
Steadman,	M ^r . Leod,
Lawrence,	Gillmor,
Botsford,	Tibbits,
Allen,	Chandler.
M ^r . Phelim,	

Whereupon it was decided in the negative.

That the Committee then proceeded in the Bill referred to them, and made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; and

On motion of Mr. Gray; further

Ordered, That the House do to-morrow again go into Committee of the whole in further consideration of the said Bill.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill relating to the Boundary Line between the Provinces of New Brunswick and Nova Scotia:

The Bill relating to the Law of Evidence: and

The Bill to regulate the sale and disposal of Church and Glebe Lands of the Church of England in this Province;

Without making any amendments thereto.

And that the Council had also agreed to—

The Bill to divide the Parish of Brighton, in the County of Carleton:

The Bill to extend the provisions of an Act intituled "An Act relating to the election of Commissioners of Sewers for the Marshes around Bay Verte, in the County of Westmorland," to the Marsh situate in Botsford, in the said County, on the easterly side of the Gaspereaux River, and running from the Bay Verte shore northerly along said River, to the Mouth of Timber River, known as Berrage Point Marsh: and

The Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a "Medical Council of Health" in the Province of New Brunswick;

With certain amendments, to which they desire the concurrence of the Assembly.

The amendments made by the Legislative Council to—The Bill to divide the Parish of Brighton, in the County of Carleton,—were severally read a first and second times, and are as follow:—

In Sections 1, 2, 3, 4, and 5, expunge the word "Wellington," and insert the word "Peel," as the name for the new Parish.

Ordered, That this Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

The amendment made by the Council to—The Bill to extend the provisions of an Act intituled "An Act relating to the election of Commissioners of Sewers for the Marshes around Bay Verte, in the County of Westmorland," to the Marsh situate in Botsford, in the said County, on the easterly side of the Gaspereaux River, and running from the Bay Verte shore northerly along said River to the mouth of Timber River, known as Berrage Point Marsh,—was read a first and second times, and is as follows:—

At A in the Title, expunge the words "on the easterly side of Gaspereaux River, and running from the Bay Verte shore northerly along said River to the mouth of Timber River."

Ordered, That this Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

The amendments made by the Council to—The Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a “Medical Council of Health” in the Province of New Brunswick,—were severally read a first and second times, and are as follow :—

At A Section 2, expunge the words “was actually practising,” and insert the words “has been in the continued practice of.”

At B in same Section, expunge the word “before,” and insert the word “since.”

At C in same Section, insert the following words—“but no person not possessing a Medical Degree, Diploma, or Licence to practice Medicine or Surgery from any College or other Public Institution in Great Britain, Ireland, Canada, France, or the United States, authorized to grant the same, or a Licence from the Lieutenant Governor of the Province to practice Medicine or Surgery, shall be eligible to become a Member of the Medical Council.”

At D in Schedule B, expunge the words “was in,” and insert the words “has been in continued.”

At E in same Schedule, expunge the word “before,” and insert the word “since.”

At F in same Schedule, expunge the words “was practising as a Medical Practitioner,” and insert the words “have been in the continued practice of Medicine.”

At G in same Schedule, expunge the word “before,” and insert the word “since.”

Ordered, That this Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

On motion of Mr. Steadman,

The House again went into Committee of the whole, and resumed the consideration of the Message from His Excellency the Lieutenant Governor of the 8th day of March instant, in reference to the Act passed at the last Session, for the suspension of the Grant to King’s College.

Mr. M’Clelan in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee proceeding in the matter referred to them, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted ; and

On motion of Mr. Steadman ; further

Ordered, That the House do to-morrow, at the hour of two o’clock, P. M., again resolve itself into Committee of the whole, and resume the consideration of the said Message.

The House adjourned until to-morrow morning at 10 o’clock.

Thursday, 31st March, 1859.

Prayers.

Read a third time as engrossed,

A Bill to authorize the extension of King Street, in that part of the City of Saint John called Carleton.

Resolved, That the Bill do pass.

Ordered, That Mr. Lawrence take the said Bill to the Council, and desire their concurrence thereto.

According to the Order of yesterday, the amendments made by the Legislative Council to—The Bill to divide the Parish of Brighton, in the County of Carleton,—were severally read a third time.

Resolved, That the House do concur therein.

Ordered, That Mr. C. Perley return the Bill, with the amendments, to the Council, and acquaint them therewith.

According to the Order of yesterday, the amendments made by the Legislative Council to—The Bill to extend the provisions of an Act intituled “An Act relating to the election of Commissioners of Sewers for the Marshes around Bay Verte, in the County

County of Westmorland," to the Marsh situate in Botsford, in the said County, on the easterly side of the Gaspereaux River, and running from the Bay Verte shore northerly along said River to the mouth of Timber River, known as Berrage Point Marsh,—were severally read a third time.

Resolved, That the House do concur therein.

Ordered, That the Honorable Mr. Smith return the Bill, with the amendments, to the Council, and acquaint them therewith.

On motion of Mr. M'Leod,

The House went into Committee of the whole on—A Bill to alter and remove the Shire Town of King's County.

The Honorable Mr. Watters in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had passed the following Resolution:—

Resolved, That the further consideration of the said Bill be postponed until the next Session of the Legislature.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed.

On motion of the Honorable Mr. Tilley,

The House went into Committee of the whole on—A Bill to authorize the Trustees of the Victoria College, in the City of Saint John, to wind up and close the affairs of the said College.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Gray,

The House again went into Committee of the whole on—A Bill to enable parties having claims against the Province of New Brunswick, to have the same adjudicated upon by the Courts of Law.

Mr. Wright in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their further consideration, had made amendments thereto, and then agreed to the same, under the Title of—

A Bill relating to the recovery of Damages against the Commissioners of the European and North American Railway, in certain cases.

Ordered, That the Report be accepted, and the Bill engrossed, as amended, under the amended Title.

Mr. Williston, from the Select Committee to whom was referred—The Bill relating to the granting of Mill Reserves,—submitted their Report; and he having read the same, it was handed in at the Clerk's Table, where it was again read, and is as follows:—

"The Committee appointed on the 29th instant, to take into consideration 'A Bill for the granting Mill Reserves in certain cases,' having had the subject matter under consideration, and given it their best attention, have adopted several alterations and additions to the Bill, which they respectfully submit for the consideration of this Honorable House."

EDWARD WILLISTON, *Chairman*.
JOHN M'INTOSH.

Committee Room, 31st March, 1859.

Ordered, That the Report be accepted.

On motion of Mr. Scovil,

The House went into Committee of the whole on—A Bill to erect parts of the Parishes of Greenwich and Springfield, in King's County, into a separate Parish.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Wilmot,

The House went into Committee of the whole on—A Bill to authorize the Justices of the Peace for the City and County of Saint John to raise a sum of money for erecting an addition to the Alms House of the said City and County.

Mr. Lewis in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of the Honorable Mr. Tilley,

The amendments made by the Legislative Council to—The Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a "Medical Council of Health" in the Province of New Brunswick, were severally read a third time; and

Upon the question for adopting the same, the House divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Tilley,	Mr. Lewis,	Hon. Mr. Fisher,	Mr. W. E. Perley,
Hon. Mr. Watters,	M ^r Phelim,	Hon. Mr. Brown,	Hanington,
Hon. Mr. Smith,	Montgomery,	Hon. Mr. Connell,	Gillmor,
Mr. Read,	Scovil,	Mr. M ^r Clelan,	Cudlip,
Gray,	Wilmot,	Steadman,	C. Perley.
Williston,	Wright,		
End,	Chandler.		

And so it was carried in the affirmative.

Resolved, thereupon, that the House do concur in the said amendments; and

Ordered, That the Honorable Mr. Tilley return the Bill, with the amendments, to the Council, and acquaint them therewith.

On motion of Mr. Cudlip,

The House again went into Committee of the whole on—A Bill to regulate the time of holding the Circuit Courts in the Counties of Charlotte, Sunbury, York, Kent, and Saint John.

The Honorable Mr. Watters in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them again under their consideration, had made amendments thereto, and then agreed to the same, under the Title of—

A Bill to regulate the time of holding the Circuit Courts in the Counties of Sunbury, Kent, and Saint John.

Ordered, That the Report be accepted and the Bill engrossed, as amended, under the amended Title.

Mr. Williston, from the Select Committee to whom was referred the Bill—To authorize the Dorchester Olive Freestone Company of New York, to hold property in the Province—submitted their Report; and he having read the same, handed it in at the Clerk's Table, where it was again read, and is as follows:—

"The Committee appointed on the 29th instant, to take into consideration 'A Bill to enable the Dorchester Olive Freestone Company of Richmond, State of New York, to hold property in this Province,' have investigated the same, and beg to make the following Report, viz:—

"Your Committee have examined the Bill carefully, and the Petitions in opposition thereto, and the allegations and opinions of persons having a knowledge of the whole subject, and the rights and liabilities in connection therewith, have come to the conclusion, after a full consideration of the facts, that the passing of the said Bill does not in any way interfere with existing rights and liabilities, and as such beg to recommend the

the said Bill to the favourable consideration of the House. Your Committee are disposed to give every facility to Corporations having for their object the development of the resources of the country; as this Bill is calculated to effect that very desirable object, your Committee trust its provisions may receive every consideration and support."

Respectfully submitted.

EDWARD WILLISTON, *Chairman*.
J. W. CHANDLER,
M. M'LEOD.

Committee Room, 30th March, 1859.

Ordered, That the Report be accepted.

On motion of the Honorable Mr. Smith,

The House again went into Committee of the whole on—A Bill to enable the Dorchester Olive Freestone Company, of the County of Richmond, State of New York, to hold property in this Province.

Mr. Williston in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them again under their consideration, the following was moved:—

Resolved, That the further consideration of the Bill be postponed for three months. And upon the question, it was decided in the negative.

That the Committee then proceeded in the Bill, and having gone through the several Sections thereof, had agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House the following Documents, viz:—

Communications to the Government from Frederick C. Bradley, and Edward Haycock, Esquires, Attorneys or Agents of Messieurs George Tate and Company, relative to the Inter-Colonial Railway between Saint John and Canada; and a proposition for the construction of a part thereof from Sussex Vale to the Grand Falls:

Report from Robert Shives, Esquire, Government Emigration Officer, for the year 1858.

(*See this Report in Appendix.*)

On motion of Mr. Steadman,

The House again went into Committee of the whole, and resumed the consideration of the Message from His Excellency the Lieutenant Governor of the 8th day of March instant, in reference to the Act passed at the last Session, for the suspension of the Grant to King's College.

Mr. M'Clelan in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the matters referred to them again under their consideration, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; and

On motion of Mr. Steadman; further

Ordered, That the House do to-morrow, at the hour of two o'clock, P. M., again resolve itself into Committee of the whole and resume the further consideration of the said Message.

Mr. Lawrence moved for leave to bring in—A Bill in addition to and in amendment of certain Acts relating to Canterbury Street, in the City of Saint John.

Leave granted.

The said Bill being brought in was read a first time.

The House adjourned until to-morrow morning at 10 o'clock.

Friday, 1st April, 1859.

Prayers.

Read a second time—

A Bill in addition to and in amendment of certain Acts relating to Canterbury Street, in the City of Saint John.

Read a third time as engrossed,

A Bill to regulate the time of holding the Circuit Courts in the Counties of Sunbury, Kent, and Saint John.

Resolved, That the Bill do pass.

Ordered, That Mr. DesBrisay take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to erect parts of the Parishes of Greenwich and Springfield, in King's County, into a separate Parish.

Resolved, That the Bill do pass.

Ordered, That Mr. Scovil take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to enable the Dorchester Olive Freestone Company, of the County of Richmond, State of New York, to hold property in this Province :

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Smith take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to authorize the Justices of the Peace for the City and County of Saint John to raise a sum of money for erecting an addition to the Alms House of the said City and County.

Resolved, That the Bill do pass.

Ordered, That Mr. Wilmot take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to authorize the Trustees of the Victoria College, in the City of Saint John, to wind up and close the affairs of the said College.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Tilley take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill relating to the recovery of damages against the Commissioners of the European and North American Railway in certain cases.

Resolved, That the Bill do pass.

Ordered, That Mr. Gray take the said Bill to the Council, and desire their concurrence thereto.

Mr. Lawrence moved for leave to bring in—A Bill to amend "Act 18 Victoria, Chapter 38, to provide an improved system of Sewerage and Water Supply of part of the City of Saint John, and Parish of Portland in the County of Saint John."

Leave granted.

The said Bill being brought in was read a first time.

The Honorable Mr. Watters moved for leave to bring in—A Bill in addition to an Act intituled "An Act relating to the Police of the City of Saint John."

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. W. E. Perley,

The House again went into Committee of the whole on—A Bill to alter and amend Chapter 137, Title xxxvii, of the Revised Statutes, "Of the jurisdiction of Justices in Civil Suits."

Mr.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Tibbits,

The House again went into Committee of the whole on—A Bill for the granting of Mill Reserves in certain cases.

The Honorable Mr. Watters in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Mr. Wilmot, from the Committee appointed to wait upon His Excellency the Lieutenant Governor, with an Address of the 29th day of March last, praying that His Excellency would cause to be laid before the House, a Petition from F. W. Hatheway and Otis Small, submitted to His Excellency in Council, for a return of Duties on Steam Boat Machinery, reported—That they had attended thereto, and His Excellency was pleased to say—that the wishes of the House would be complied with.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to the following Bills:—

The Bill to alter the place for Polling at Elections in the Parish of Brunswick, in Queen's County:

The Bill to extend the jurisdiction of the Police Magistrate of the City of Saint John to Carleton, and for other purposes:

The Bill to amend the Act for the encouragement of Agriculture, and to provide for the establishment of a Provincial Board:

The Bill to enlarge the jurisdiction of the City Court of the City of Saint John; and

The Bill relating to the Law Library;

Without making any amendments thereto.

And that the Council had also agreed to—

The Bill to amend Chapter 133, Title xxxiv, of the Revised Statutes, "Of Trespasses on Lands, Private Property, and Lumber;" and

The Bill to alter and amend Chapter 125, Title xxxiv, of the Revised Statutes, "Of Absconding, Concealed, or Absent Debtors;"

With certain amendments, to which they desire the concurrence of the Assembly.

The amendment made by the Legislative Council to—The Bill to amend Chapter 133, Title xxxiv, of the Revised Statutes, "Of Trespasses on Lands, Private Property, and Lumber,"—was read a first and second times and is as follows:—

At A Section 1, insert the words "mentioned in the sixth Section of Chapter 133, Title xxxiv, of the Revised Statutes, 'Of Trespasses on Lands, Private Property, and Lumber.'"

Ordered, That this Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

The amendments made by the Legislative Council to—The Bill to alter and amend Chapter 125, Title xxxiv, of the Revised Statutes, "Of Absconding, Concealed, or Absent Debtors,"—were severally read a first and second times, and are as follow:—

At A at the end of the Bill add a new Section as follows:—

"2. The arrest or confinement of any Debtor mentioned in the eleventh Section of Chapter 124, Title xxxiv, of the Revised Statutes, under a *capias ad satisfaciendum* or other final process issued out of any Court in this Province, who may now or hereafter be in custody, shall not in any case be deemed a satisfaction of the debt, so as to deprive

deprive a Creditor who shall discharge his Debtor from custody of the benefit of his judgment and execution thereon against the property of the Debtor."

At B in the Preamble, expunge the words "eleventh Section of the said Act," and insert the words "Absconding and Concealed Debtors' Law."

At C also in the Preamble, add the following words, "and it is also necessary to amend the Insolvent Confined Debtor's Law."

A D in the Title, expunge the remainder of the Title, and insert the following words, "the Law relating to Absconding and Insolvent Confined Debtors."

Mr. Hanington moved for leave to bring in—A Bill relating to Sick and Disabled Seamen.

Leave granted.

The said Bill being brought in was read a first and second times.

On motion of Mr. Cudlip,

That the House proceed to the Order of the Day of the 30th day of March last, to go into Committee of the whole in further consideration of—A Bill to modify the Laws relating to Interest and Usury.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again before them, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Petition from Alice Wilson, Widow of the late John Wilson, Esquire, of Saint Andrews, deceased, and which was presented to His Excellency in Council, praying for an investigation as to the claim of her late Husband against the Saint Andrews and Quebec Railway Company; also

Petition from F. W. Hatheway and Otis Small, of the City of Saint John, presented to His Excellency in Council, and praying for a return of Duties paid on Steamboat Machinery :

The same being furnished in pursuance of Addresses of the 23rd and 29th days of March last.

On motion of Mr. Steadman,

The House again went into Committee of the whole, and resumed the consideration of the Message of His Excellency the Lieutenant Governor of the 8th of March last, in reference to the Act passed at the last Session, for the suspension of the Grant to King's College.

Mr. M'Clelan in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee proceeding further in the consideration of the said Message, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; and

On motion of Mr. Steadman; further

Ordered, That the House do to-morrow, at the hour of two o'clock, p. m., again go into Committee of the whole, and resume the consideration of the said Message.

The House adjourned until to-morrow morning at 9 o'clock.

Saturday, 2nd April, 1859.

Prayers.

Read a second time—

A Bill to amend "Act 18 Victoria, Chapter 38, to provide an improved system of Sewerage and Water Supply of part of the City of Saint John, and Parish of Portland in the County of Saint John:" and

A Bill in addition to an Act, intituled "An Act relating to the Police of the City of Saint John."

According to the Order of yesterday, the amendment made by the Legislative Council to—The Bill to amend Chapter 133, Title xxiv, of the Revised Statutes, "Of Trespases on Lands, Private Property, and Lumber," was read a third time.

Resolved, That the House do concur therein.

Ordered, That Mr. Williston return the Bill, with the amendment, to the Council, and acquaint them therewith.

The Honorable Mr. Watters, by leave, presented a Petition from the Roman Catholic Episcopal Corporation for the Province of New Brunswick, praying that an Act may pass authorizing the sale of a piece of Land situate in the City of Fredericton; which he read.

Ordered, That the said Petition be received and lie on the Table.

The Honorable Mr. Watters moved for leave to bring in—A Bill to authorize the Roman Catholic Episcopal Corporation for the Diocese of New Brunswick, to sell and dispose of certain Lands in the City of Fredericton.

Leave granted.

The said Bill being brought in was read a first and second times.

The Honorable Mr. Watters also moved for leave to bring in—A Bill to authorize the widening of Harding Street, in the City of Saint John.

Leave granted.

The said Bill being brought in was read a first time.

On motion of Mr. Lawrence,

The House went into Committee of the whole on—A Bill relating to the levying, assessing, and collecting of Rates in the City of Saint John.

Mr. Gilbert in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Read a third time as engrossed,

A Bill to amend the Act to incorporate the City of Fredericton.

Resolved, That the Bill do pass.

Ordered, That Mr. Allen take the said Bill to the Council, and desire their concurrence thereto.

A Message from the Legislative Council

Mr. Dibblee informed the House that the Council had agreed to—

The Bill to alter and amend an Act intituled "An Act to encourage the destruction of Bears in this Province:"

The Bill to explain Chapter 69, Title x, of the Revised Statutes, "Of Commissioners of Sewers for the Parish of Sackville." and

The Bill to authorize the Justices of the Peace for the City and County of Saint John to raise a sum of money for erecting an addition to the Alms House of the said City and County;

Without making any amendments thereto.

And he further informed the House that the Council had agreed to—

The Bill to provide for the support of Lunatics committed to the Provincial Lunatic Asylum,

With an amendment, to which they desire the concurrence of the Assembly.

The amendment made by the Council to this Bill, was then read a first and second times, and is as follows:—

At A in Section 1, insert the words "within the meaning of the said Chapter."

Ordered, That this Bill, as amended by the Legislative Council, stand for a third reading on Monday next.

The Honorable Mr. Tilley moved for leave to bring in— A Bill to revive and continue the Act relative to the Streets and Squares in the City of Saint John.

Leave granted.

The said Bill being brought in was read a first and second times.

On motion of Mr. Hanington,

The House went into Committee of the whole on— A Bill relating to Sick and Disabled Seamen.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Steadman,

The House again went into Committee of the whole, and resumed the further consideration of the Message from His Excellency the Lieutenant Governor of the 8th day of March instant, in reference to the Act passed at the last Session, for the suspension of the Grant to King's College.

Mr. McClelan in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the matter referred to them from time to time under their consideration, the following Resolution was submitted:—

"Whereas His Excellency the Lieutenant Governor in his Despatch to the Colonial Secretary, of the 16th July last, relative to the Act passed at the last Session of the Legislature, entitled "An Act to suspend the Grant to King's College," urges objections to the said Act which are in variance with the clear and undoubted rights of the Legislature, and the best interests of the People of this Province: And whereas the said Despatch was calculated to create an unfavourable impression upon the minds of Her Majesty's Ministers as to the justice and policy of the said Act, and thereby defeat the action of the Legislature: And whereas the responsibility of His Excellency's advisers for the opinions enunciated in Despatches emanating from the Executive Government relative to the local affairs of this Province, as also their duty to take the necessary steps to obtain Her Majesty's assent to the Acts of the Legislature, have been fully admitted; therefore

Resolved, That the Despatch referred to is a reflection upon the Legislature, contrary to the just expectations of the people, and inconsistent with the true principles of Responsible Government."

To which an amendment was moved— To expunge the whole thereof, and substitute as follows:—

"Whereas it is the opinion of the Committee, that while the Imperial Government requires His Excellency the Lieutenant Governor to transmit to Her Majesty's Principal Secretary of State for the Colonies, "in the fullest manner the reasons and occasion for enacting all Laws," it is desirable that the Executive Council should have the right to see such Despatches, or be fully apprised of their contents, before they are so transmitted to the Colonial Secretary; therefore

Resolved, That in the opinion of this Committee, it is the duty of the Executive Council to use all constitutional means to obtain that right."

The question being taken upon the proposed amendment, when the Committee divided as follows:—

YEAS.

YEAS.		NAYS.	
Hon Mr Speaker,	Mr. Mitchell,	Mr. Kerr,	Mr. Montgomery,
Hon. Mr. Tille,	M. Adam,	Gray,	DesBrisay,
Hon. Mr. Fisher,	V. E. Perley,	Williston,	M. Intosh,
Hon. Mr. Watters,	Topley,	Steadman,	Scovil,
Hon. Mr. Brown,	Farris,	Lawrence,	Wilmot,
Hon. Mr. Connell,	Gillmor,	Botsford,	Vail,
Hon. Mr. Smith,	Vright,	Allen,	Hanington,
Mr. Read,	Cudlip,	M. Phelim,	M. Leod,
End,	C. Perley,	Macpherson,	Gilbert.
Lewis,	Tibbits,		
M. Millan,	Candler.		

Whereupon it was carried in the affirmative.

The question being then put from the Chair for accepting the Report; when The House divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Tille,	Mr. M. Adam,	Mr. Kerr,	Mr. Macpherson,
Hon. Mr. Fisher,	V. E. Perley,	Gray,	Montgomery,
Hon. Mr. Watters,	Topley,	Williston,	DesBrisay,
Hon. Mr. Brown,	Farris,	M. Clelan,	M. Intosh,
Hon. Mr. Connell,	M. Leod,	Steadman,	Scovil,
Hon. Mr. Smith,	Gillmor,	Lawrence,	Wilmot,
Mr. Read,	Vright,	Botsford,	Vail,
End,	Cudlip,	Allen,	Hanington,
Lewis,	C. Perley,	M. Phelim,	Gilbert.
M. Millan,	Tibbits,		
Mitchell,	Candler.		

And so it was carried in the affirmative; and Ordered, thereupon, That the Report be accepted.

On motion of Mr. Tibbits.

The House again went into Committee of the whole on—A Bill for the granting of Mill Reserves in certain cases.

Mr. Steadman in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again before them, the following Resolution was moved:—

Resolved, That the further consideration of this Bill be postponed for three months.

Upon the question, the Committee divided as follows:—

YEAS.		NAYS.	
Mr. Kerr,	Mr. Allen,	Hon. Mr. Fisher,	Mr. M. Clelan,
Read,	DesBrisay,	Hon. Mr. Watters,	M. Intosh,
Gray,	Vail,	Hon. Mr. Brown,	M. Leod,
Lewis,	Hanington,	Hon. Mr. Connell,	C. Perley,
M. Millan,	Gillmor,	Mr. Williston,	Tibbits.
Mitchell,	Vright,	End,	
Lawrence,	Candler.		

And it was thereupon carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed.

The Honorable Mr. Connell moved for leave to bring in—A Bill to amend Chapter 125. Title xxiv, of the Revised Statutes, "Of Absconding, Concealed, or Absent Debtors."

Leave granted

The said Bill being brought in was read a first time.

The House adjourned until Monday morning next at 9 o'clock.

Monday, 4th April, 1859.

Prayers.

Read a second time—

A Bill to authorize the widening of Harding Street, in the City of Saint John: and

A Bill to amend Chapter 125, Title xxxiv, of the Revised Statutes, "Of Absconding, Concealed, or Absent Debtors."

Read a third time as engrossed,

A Bill relating to Sick and Disabled Seamen.

Resolved, That the Bill do pass.

Ordered, That Mr. Hanington take the said Bill to the Council, and desire their concurrence thereto.

According to the Order of Saturday last, the amendment made by the Legislative Council to—The Bill to provide for the support of Lunatics committed to the Provincial Lunatic Asylum,—was read a third time.

Resolved, That the House do concur therein.

Ordered, That the Honorable Mr. Fisher return the Bill, with the amendment, to the Council, and acquaint them therewith.

On motion of the Honorable Mr. Tilley,

The House went into Committee of the whole on—A Bill to revive and continue the Act relative to the Streets and Squares in the City of Saint John.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Lawrence,

The House went into Committee of the whole on—A Bill in addition to and in amendment of certain Acts relating to Canterbury Street, in the City of Saint John.

Mr. Vail in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Steadman,

The House again went into Committee of the whole on—A Bill to incorporate the Caledonia Asphaltic Mining and Manufacturing Company.

Mr. Gilbert in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; and

On motion of Mr. Steadman; further

Ordered, That the House do on Wednesday, the 6th day of April instant, again go into Committee of the whole in consideration of the said Bill.

On motion of Mr. Kerr,

The House again went into Committee of the whole on—A Bill for establishing and maintaining a Police Force in the Town of Chatham, in the County of Northumberland.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them again under their consideration, had agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Tibbits,

The House went into Committee of the whole on—A Bill to repeal an Act intituled “An Act to alter and amend an Act to authorize the construction of Railways in this Province.”

Mr. Scovil in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; and

On motion of Mr. Tibbits; further

Ordered, That the House do to-morrow again go into Committee of the whole and resume the consideration of the said Bill.

A Message from the Legislative Council.

Mr. Dibblee informed the House, that the Council had agreed to—

The Bill relating to the recovery of damages against the Commissioners of the European and North American Railway in certain cases,

Without making any amendment thereto.

On motion of Mr. M'Adam,

Resolved, That the House do now go into Committee of the whole on—A Bill to suspend the Grant to King's College, so far as relates to the sum of eleven hundred pounds paid out of the Revenues of this Province, and not included in the Civil List.

To which Mr. Allen moved as an amendment—To expunge the whole of the Resolution, and substitute as follows:—

Whereas it is the duty of the Government to bring forward any measure that may be required in reference to King's College; therefore

Resolved, That the further consideration of this Bill be postponed for three months.

And upon the question for the amendment, the House divided as follows:—

YEAS.

Mr. Kerr,
Gray,
Williston,
Lawrence,
Botsford,
Allen,
M'Phelim,
Macpherson,
W. E. Perley,

Mr. Montgomery,
Tapley,
DesBrisay,
M'Intosh,
Scovil,
Wilmot,
Vail,
Gillmor,
Gilbert.

NAYS.

Hon. Mr. Tilley,
Hon. Mr. Fisher,
Hon. Mr. Watters,
Hon. Mr. Brown,
Hon. Mr. Connell,
Hon. Mr. Smith,
Mr. Read,
End,
Lewis,
M'Clelan,
M'Millan,

Mr. Mitchell,
Steadman,
M'Adam,
Ferris,
Hanington,
M'Leod,
Wright,
Cudlip,
C. Perley,
Tibbits,
Chandler.

Whereupon it was decided in the negative.

The question being then taken upon the original motion, it was carried in the affirmative; and

The House accordingly went into Committee of the whole on the said Bill.

Mr. Tapley in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted, and that the House do to-morrow, at the hour of twelve o'clock, at noon, again go into Committee of the whole, and resume the consideration of the same.

Mr. End moved for leave to bring in—A Bill in addition to and in amendment of an Act, intituled “An Act relating to Parish Schools.”

Leave granted.

The said Bill being brought in was read a first time.

The House adjourned until to-morrow morning at 9 o'clock.

Tuesday, 5th April, 1859.

Prayers.

Read a second time—

A Bill in addition to and in amendment of an Act intituled "An Act relating to Parish Schools."

Read a third time as engrossed,

A Bill in addition to and in amendment of certain Acts relating to Canterbury Street, in the City of Saint John.

Resolved, That the Bill do pass.

Ordered, That Mr. Lawrence take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to revive and continue the Act relative to the Streets and Squares in the City of Saint John.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Tilley take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill for establishing and maintaining a Police Force in the Town of Chatham, in the County of Northumberland.

Resolved, That the Bill do pass.

Ordered, That Mr. Kerr take the said Bill to the Council, and desire their concurrence thereto.

On motion of Mr. Cudlip,

That the House proceed to the Order of the Day of the 30th day of March last, to go into Committee of the whole on—A Bill in addition to and in amendment of Chapter 96, of the Revised Statutes, "Of the Survey and Exportation of Lumber,"—which Order was adjourned over to this day by operation of the twenty third Rule of the House.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Williston in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, the following was moved:—

Resolved, That the further consideration of this Bill be postponed for three months.

And upon the question for adopting the same, it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the Bill accordingly postponed.

On motion of Mr. Lawrence,

The House went into Committee of the whole on—A Bill to authorize the widening of Harding Street, in the City of Saint John.

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Chandler,

Resolved, That the Petition of Alice Wilson, of Saint Andrews, Widow of the late John Wilson, Esquire, deceased, praying that an investigation may be had as to the claim of her late Husband against the Saint Andrews and Quebec Railway Company, and which was laid before the House on the 1st day of April instant, by command of His Excellency the Lieutenant Governor, in pursuance of an Address, be now referred to a Select Committee to report thereon; and

Ordered, That Mr. Chandler, Mr. M'Leod, and Mr. Kerr, do compose the said Committee.

On

On motion of Mr. Scovil,

The House went into Committee of the whole on—A Bill to alter and amend an Act intituled “An Act to regulate the sale of Spirituous Liquors.”

Mr. Lewis in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had passed the following Resolution:—

Resolved, That the further consideration of this Bill be postponed for three months.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed.

On motion of the Honorable Mr. Watters,

The House went into Committee of the whole on—A Bill to authorize the Roman Catholic Episcopal Corporation for the Diocese of New Brunswick, to sell and dispose of certain Lands in the City of Fredericton.

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. W. E. Perley,

The House again went into Committee of the whole on—A Bill to alter and amend Chapter 137, Title xxxvii, of the Revised Statutes, “Of the jurisdiction of Justices in Civil Suits.”

Mr. Williston in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again before them, the following was moved:—

Resolved, That the further consideration of this Bill be postponed for three months.

And upon the question for adopting the same, the Committee divided—

YEAS 12.

NAYS 10.

And it was thereupon carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed.

Mr. Mitchell, from the Committee appointed on the 23rd day of March last, to join a Committee of the Legislative Council to prepare an Address to Her Majesty on the subject of Reciprocity in Trade and Registry of Ships, made the following Report:—

“The Committee to whom was referred, on the part of this House, to join a Committee of the Honorable Legislative Council, to prepare an Address to Her Most Gracious Majesty, in reference to the operation of the present Navigation Laws and the effect of the non-reciprocal course pursued by certain Foreign Nations, reported—That the Committee had met, and prepared a Draft of the said Address, which is accordingly herewith submitted to the House.”

P. MITCHELL,
R. D. WILMOT,
WILLIAM END.

House of Assembly, 4th April, 1859.

Ordered, That the Report be accepted, and that the House do to-morrow proceed to the consideration of the Draft of the said proposed Address.

Mr. Lewis moved for leave to bring in—A Bill in amendment of Chapter 137, Title xxxvii, of the Revised Statutes, “Of the jurisdiction of Justices in Civil Suits,” so far as relates to the duties of Constables.

Leave granted.

The said Bill being brought in was read a first and second times.

On motion of Mr. M'Phelim,

Resolved, That the House do now go into Committee of the whole in further consideration of—A Bill relating to the qualifications, appointment and tenure of office of the principal Judicial Officers.

To

To which the Honorable Mr. Watters moved as an amendment—To expunge the word “now,” and substitute those, “this day three months.”

The question being taken upon the proposed amendment, when the House divided—

YEAS 14.

NAYS 9.

And it was thereupon carried in the affirmative.

Mr. Allen then moved—That the question upon the proposed amendment, for the postponement of the consideration of the said Bill, be reconsidered.

Upon this question, the House again divided as follows:—

YEAS.

NAYS.

Mr. Williston,	Mr. DesBrisay,	Hon. Mr. Watters,	Mr. Mitchell,
Allen,	M'Intosh,	Hon. Mr. Connell,	Ferris.
M'Phelim,	Scovil,	Hon. Mr. Smith,	Wright,
Macpherson,	Gilbert.	Mr. End,	Cudlip,
W. E. Perley,		Lewis,	C. Perley,
		M'Clelan,	Tibbits.

And it being thereupon decided in the negative, the original question was sustained, and the further consideration of the Bill postponed.

On motion of Mr. Chandler,

The amendments made by the Legislative Council to—The Bill to alter and amend Chapter 125, Title xxxiv, of the Revised Statutes, “Of absconding, concealed, or absent Debtors,”—were severally read a third time.

Resolved, That the House do concur therein.

Ordered, That Mr. Chandler return the Bill, with the amendments, to the Council, and acquaint them therewith.

On motion of Mr. M'Phelim,

The House went into Committee of the whole on—A Bill to amend the Acts relating to Railways in this Province.

Mr. Scovil in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Wilmot,

Resolved, That the Petition of F. W. Hatheway and Otis Small, of the City of Saint John, for a return of Duties paid on Steamboat Machinery, and which was laid before the House on the 1st day of April instant, by command of His Excellency the Lieutenant Governor, in pursuance of an Address, be now referred to a Select Committee to report thereon; and

Ordered, That Mr. Wilmot, Mr. DesBrisay, and Mr. W. E. Perley, do compose the said Committee.

On motion of Mr. Kerr,

Whereas in order to facilitate settlements between Debtors and Creditors, to prevent fraud, and to provide for the relief of Debtors who may become insolvent, and to protect Creditors, and also to secure an equitable distribution of the estate and effects of Debtors among their Creditors, it is desirable that a Bill, adapted to the wants and circumstances of this Province, should be prepared and laid before this House; therefore

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that he will be pleased to appoint Commissioners to prepare a suitable measure to carry out the above objects, to be laid before this House at its next Session.

Upon the question for sustaining the Resolution for this Address, the House divided as follows:—

YEAS.

YEAS.

Hon. Mr. Tilley,
Hon. Mr. Watters,
Mr. Kerr,
Read,
Gray,
Williston,
End,
Mitchell,
Steadman,

Mr. W. E. Perley,
Tapley,
DesBrisay,
Gillmor,
Wright,
Cudlip,
Tibbits,
Chandler.

Hon. Mr. Fisher,
Hon. Mr. Brown,
Hon. Mr. Connell,
Hon. Mr. Smith,
Mr. Lewis,
M'Clelan,
Lawrence,
Botsford,
Allen.

NAYS.

Mr. Macpherson,
Ferris,
M'Intosh,
Scovil,
Vail,
Hanington,
M'Leod,
Gilbert.

And the division being equal, the Honorable Mr. Speaker decided in the affirmative; and

Ordered, That Mr. Kerr, Mr. Cudlip, and Mr. End, be a Committee to wait upon His Excellency with the Address.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill relating to Sick and Disabled Seamen; and

The Bill to authorize the extension of King Street, in that part of the City of Saint John called Carleton;

Without making any amendments thereto.

And that the Council had also agreed to—

The Bill to amend the Act to incorporate the City of Fredericton;

With certain amendments, to which they desire the concurrence of the Assembly.

The amendments made by the Council to this Bill were then severally read a first time, and are as follow:—

At A, Section 10, expunge the word "one."

At B, Section 50, insert the words "in his absence by the."

At C, Section 74, insert the words "or of any of the Bye Laws of the said City."

At D, Section 76, insert the words "or otherwise."

At E, Section 86, add the following proviso:—"Provided nevertheless, that all fines, penalties, or forfeitures, arising under or imposed by virtue of this Act or any Bye Law of the said Corporation, and all costs whatever received by the said Mayor, and payable to the City Funds, shall be on the first Monday in every month paid over to the City Treasurer, and a detailed account thereof rendered by the said Mayor under oath; which oath any Magistrate is hereby authorized to administer."

At F, Section 88, expunge the remainder of the Section.

And upon the question, that the same be read a second time, it was decided in the negative.

On motion of Mr. M'Adam,

The House again went into Committee of the whole, under the Order of yesterday, and resumed the consideration of—A Bill to suspend the Grant to King's College, so far as relates to the sum of eleven hundred pounds paid out of the Revenues of this Province, and not included in the Civil List.

Mr. Tapley in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them, and the first Section thereof under their consideration, which declares—that the Grant of eleven hundred pounds, chargeable upon the Ordinary Revenues of the Province, be suspended or discontinued; when

It was moved as an amendment—To substitute, in place of the Bill before the Committee, one intituled "A Bill relating to King's College;" and

Upon the question for the amendment, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Tilley,	Mr. M'Phelim,	Hon. Mr. Speaker,	Mr. M'Adam,
Hon. Mr. Fisher,	Macpherson,	Hon. Mr. Brown,	Ferris,
Hon. Mr. Watters,	W. E. Perley,	Hon. Mr. Connell,	Hanington,
Mr. Kerr,	Montgomery,	Hon. Mr. Smith,	M'Leod,
Read,	DesBrisay,	Mr. Lewis,	Gillmor,
Gray,	M'Intosh,	M'Millan,	Wright,
Williston,	Seovil,	Mitchell,	Cudlip,
End,	Wilmot,	Steadman,	C. Perley,
M'Clelan,	Vail,	Botsford,	Tibbits.
Lawrence,	Chandler.		
Allen,	Gilbert.		

Whereupon it was carried in the affirmative.

That he was then directed by the Committee to report that they had made progress in the Bill, and to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; and

On motion of the Honorable Mr. Smith,

Ordered, That the Bill now reported, and proposed to be substituted in place of that before the Committee, for the suspension of the Grant to King's College, under the Title of—"A Bill relating to King's College,"—be forthwith printed, and two hundred copies thereof furnished for the use of the Legislature.

The House adjourned until to-morrow morning at 9 o'clock.

Wednesday, 6th April, 1859.

Prayers.

Read a third time as engrossed,

A Bill to authorize the Roman Catholic Episcopal Corporation for the Diocese of New Brunswick to sell and dispose of certain Lands in the City of Fredericton.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Watters take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to authorize the widening of Harding Street, in the City of Saint John.

Resolved, That the Bill do pass.

Ordered, That Mr. Lawrence take the said Bill to the Council, and desire their concurrence thereto.

On motion of Mr. Mitchell,

The House, in pursuance of an Order of yesterday, proceeded to take into consideration the proposed Draft Address to Her Most Gracious Majesty, prepared and reported from the Joint Committee of the Honorable the Legislative Council and this House, upon the subject of Reciprocity in Trade and Registry of Ships; when the same being read from the Chair, it was unanimously agreed to.

Ordered, That the Address be engrossed; and

On motion of Mr. Mitchell,

Resolved, That a Committee be appointed to acquaint the Legislative Council that the House have agreed to the said Address; and

Ordered, That Mr. Mitchell be the Committee for that purpose.

On motion of Mr. Lewis,

The House went into Committee of the whole on—A Bill in amendment of Chapter 137, Title xxxvii, of the Revised Statutes, "Of the jurisdiction of Justices in Civil Suits," so far as relates to the duties of Constables.

Mr. Gilbert in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On

On motion of Mr. Wright,

The House again went into Committee of the whole on—A Bill in addition to and in amendment of an Act for the establishing and maintaining a Police Force in the Parish of Portland, in the City and County of Saint John.

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their further consideration, had made amendments thereto, and then agreed to the same, under the Title of—

A Bill relating to an Act intituled "An Act to explain an Act intituled 'An Act to regulate the sale of Spirituous Liquors.'"

Ordered, That the Report be accepted, and the Bill engrossed, as amended, under the amended Title.

On motion of Mr. Cudlip,

The House again went into Committee of the whole on—A Bill to modify the Laws relating to Interest and Usury.

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their further consideration, proceeded therein, and after having agreed to several new and amended Sections, the following was moved to stand as a fourth Section thereto:—

"4. Provided always, that it shall not be lawful for any Bank incorporated by an Act of the Legislature of this Province, or by Royal Charter, to stipulate for, take, reserve, or exact a higher rate than six per cent. per annum; and whenever any such Bank shall, upon any such deed or contract, receive by means of any loan, bargain, exchange, or transfer of any money or goods, or by any deceitful means, for the forbearing or giving day of payment beyond a year, of his money or goods, more than six pounds for one hundred pounds for one year, and after that rate for a greater or lesser sum, and longer or shorter time, shall forfeit for every offence the value of the principal sum or goods so loaned, bargained, exchanged, or transferred, together with all interest and other profits accruing therefrom, one moiety to be paid to the Queen for the use of the Province, and the other moiety to the person suing for the same, to be recovered by any action in any Court of Record in the County where the offence may be committed, which action shall be brought within twelve months from the time of such offence."

Upon the question for adopting the same, the Committee divided as follows:—

YEAS.

Hon. Mr. Speaker,	Mr. Mitchell,
Hon. Mr. Tilley,	Steadman,
Hon. Mr. Watters,	Lawrence,
Hon. Mr. Brown,	Allen,
Mr. Kerr,	M'Adam,
Read,	Tapley,
Williston,	Wright,
End,	Cudlip,
Lewis,	Tibbits,
M'Millan,	Chandler.

NAYS.

Hon. Mr. Smith,	Mr. Hanington,
Mr. Scovil,	Gillmor,
Wilmot,	C. Perley.
Vail,	

And it was thereupon carried in the affirmative and this Section agreed to.

That the Committee then proceeded in the Bill, and after making further amendments thereto, had agreed to the same.

Ordered, That the Report be accepted, and the Bill engrossed as amended.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill to enable the Dorchester Olive Freestone Company, of the County of Richmond, State of New York, to hold property in this Province; and

The Bill to alter and amend an Act intituled "An Act relating to Highways;"
With certain amendments, to which they desire the concurrence of the Assembly.

The amendment made by the Council to—The Bill to enable the Dorchester Olive Freestone Company, of the County of Richmond, State of New York, to hold property in this Province,—was read a first and second times, and is as follows:—

At A in Section 1, expunge the word “two,” and insert the word “ten.”

Ordered, That this Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

The amendments made by the Legislative Council to—The Bill to alter and amend an Act intituled “An Act relating to Highways,”—were severally read a first time, and are as follow:—

At A, Section 1, expunge the words “or both,” and insert the words “on failure of finding sufficient distress, or by warrant of commitment in the first instance.”

At B, at the end of the Bill, add the following Sections:—

“3. The fourth, fifth, seventh, eighth, and ninth Sections of an Act passed in the eighteenth year of the Reign of Her present Majesty, intituled ‘An Act relating to Highways,’ are hereby repealed.

“4. Sections three, four, five, six, and eight, of an Act passed in the twenty first year of the Reign of Her present Majesty, intituled ‘An Act to alter and amend an Act intituled “An Act relating to Highways,”’ shall apply to any case of an extension or alteration of any public highway: If in any alteration a new Road be opened, and the old Road, or any part of it, be shut up and revert to the owner of the land on which said new Road may pass, the Jury shall take into consideration the value of such old Road, or any part thereof, so shut up, in diminution of damages: When Roads are laid out, altered, or extended under any laws relating to highways, and the damages, if any, paid as provided, the Commissioners or Surveyors may enter upon and open such Roads, and remove therefrom any obstructions.”

And upon the question, that the same be read a second time, it was decided in the negative.

Mr. Allen moved for leave to bring in—A Bill to alter and amend the Act to incorporate the City of Fredericton.

Leave granted.

The said Bill being brought in was read a first and second times.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

“The Joint Address to Her Majesty on the subject of the Registry of Ships and Reciprocity of Trade, as prepared by the Joint Committee of the Council and Assembly.”

On motion of Mr. Mitchell,

Resolved, That a Committee be appointed on the part of this House, to join such Committee as may be appointed by the Honorable the Legislative Council, to wait upon His Excellency the Lieutenant Governor with the aforementioned Joint Address to Her Majesty, on the subject of the Navigation Laws and the right of Registry of British Vessels in Foreign Countries, and request that His Excellency will be pleased to transmit the same, to be laid at the Foot of the Throne; and

Ordered, That Mr. Mitchell, Mr. Macpherson, and Mr. Wright, be the Committee for that purpose; and further

Ordered, That Mr. Mitchell communicate the same to the Council.

On motion of Mr. Tibbits,

That the House proceed to the Order of the Day of the 4th day of April instant, to go into Committee of the whole in further consideration of—A Bill to repeal an Act intituled “An Act to alter and amend an Act to authorize the construction of Railways in this Province,”—which Order was adjourned over to this day by operation of the twenty third Rule of the House.

The Order of the Day being read, and upon the question, that the House do now again go into Committee of the whole, and resume the consideration of the said Bill, it was decided in the negative.

On

On motion of Mr. Steadman,

That the House proceed to the Order of the Day of the 4th day of April instant, to go into Committee of the whole in further consideration of—A Bill to incorporate the Caledonia Asphaltic Mining and Manufacturing Company.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Gilbert in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee proceeding in the Bill referred to them, to the fifth Section thereof, when the following was moved as an amendment to be substituted in place thereof:—

“5. That the joint stock and property of the said Company shall alone in the first instance be responsible for the debts and engagements of the same, and that no creditor, or person or persons having any demand against the said Company, for or on account of any dealings with the said Company, shall have recourse against the separate property of any stockholder in the same, except in case of deficiency, or where the joint stock of the said Company shall fall short, or not be equal to the payment of any debt, due or demand against the same, or upon *nulla bona* being returned upon any execution against the goods and chattels of the said Company, that then and in either of such cases the goods and chattels, lands and tenements, of each shareholder, shall and may be levied upon and seized respectively to satisfy such debt or demand, to the extent of the amount of the share or shares or interest of such stockholder in the joint stock of the said Company, in addition to his stock, but no more, and that such amount, or so much as may be necessary to satisfy such debt, due, or demand, shall and may be levied and seized by the process of execution in the same suit in which such debt, due or demand may be recovered against the said Company.”

Upon the question for adopting the same, the Committee divided as follows:—

YEAS.

Hon. Mr. Speaker,	Mr. M'Millan,
Hon. Mr. Fisher,	Allen,
Hon. Mr. Watters,	Wright,
Mr. Kerr,	Cudlip.

NAYS.

Hon. Mr. Tilley,	Mr. M'Adam,
Hon. Mr. Brown,	Tapley,
Hon. Mr. Connell,	Scovil,
Mr. Lewis,	Hanington,
M'Clelan,	M'Leod,
Mitchell,	Gillmor,
Steadman,	C. Perley,
Botsford,	Chandler.
Macpherson,	

And it being decided in the negative, the original Section was then agreed to.

That the Committee then having gone through the Bill, and after making an amendment thereto, had agreed to the same.

Ordered, That the Report be accepted, and the Bill engrossed as amended.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill in addition to and in amendment of certain Acts relating to Canterbury Street, in the City of Saint John:

The Bill to erect parts of the Parishes of Greenwich and Springfield, in King's County, into a separate Parish:

The Bill to authorize the Trustees of the Victoria College, in the City of Saint John, to wind up and close the affairs of the said College; and

The Bill to revive and continue the Act relative to the Streets and Squares in the City of Saint John;

Without making any amendments thereto.

And he further informed the House—

“That the Council have appointed the Honorable Messieurs Wark and Seely a Committee on the part of that House, to join the Committee of the Assembly, to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Majesty on the subject of Registry of Ships and Reciprocity of Trade.”

On motion of Mr. Tibbits,

Whereas the Grand Trunk Railway of Canada have, during the past season, extended their Line of Railway to River De Loup, within a distance of fifty miles of the Boundary between this Province and the Province of Canada: The New Brunswick and Canada Railway and Land Company have built about seventy miles of Railway towards the Canadian Boundary, and there still remains to be built, in order to connect the two lines, about one hundred and eighty miles; one hundred and thirty of which is in this Province, and fifty in Canada: That it is believed the Grand Trunk Railway of Canada, or the Executive Government of Canada, would be willing to undertake to extend their line to the southern boundary on or to the Grand Falls, as once proposed by the Executive of Canada, being assured that this Province were prepared to meet them at that point: That it is desirable the remaining portion of the Road should be located and built with as little delay as possible: That it is but reasonable and just that this Province should afford the New Brunswick and Canada Railway and Land Company all the reasonable assistance in their power, due regard being had to the credit of the Province; therefore

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased, by and with the advice and consent of his Executive Council, to appoint a delegation to proceed to Canada, on the part of this Province, during the recess, to confer with the Canadian Government or the Grand Trunk Railway Company of Canada, upon the best means of carrying into effect a work so much desired.

To which Mr. Mitchell moved as an amendment—To expunge the whole of the said Resolution, as well as the Preamble thereto, after the words “and the Province of Canada,” in the third line thereof, and substitute as follows:—

“And whereas the importance of connecting by Railway the three Provinces of Canada, New Brunswick, and Nova Scotia, has been repeatedly affirmed by the Legislatures of the three Provinces, and by the official authorities at the Colonial Department in England; and viewing the relative position of these North American Colonies, and the great importance, in a national point of view, of providing every facility for mutual intercourse, it is a matter of the greatest moment, as well to the prosperity of these Colonies, as to the permanency of British interests on this Continent, that a Railroad should be constructed to connect those Provinces with the interior of Canada: And whereas it is desirable that the joint action and co-operation of the three Colonies should be maintained, with a view to avail themselves of the most favourable opportunity of obtaining aid from the Imperial Government, or by other means to carry out such undertaking: And whereas the European and North American Railway will probably be completed between Saint John and Shediac early in the Summer of 1860, and it is desirable that it should if possible be made available, and its business consequently increased, by the general scheme for the connection of the three Colonies; therefore

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased, by and with the advice and consent of his Executive Council, to appoint a delegation on the part of this Province to proceed, during the recess, to Canada, and, if necessary, to Nova Scotia, to confer with the Governments of those Colonies, or with the Grand Trunk Railway Company of Canada, or other parties, upon the best means of accomplishing so desirable an object.

The question being taken upon the amended motion, the House divided as follows:—

YEAS.

Mr. Read,
Williston,
End,
M^cMillan,

Mr. Mitchell,
Steadman,
Hanington.

Hon. Mr. Tilley,
Hon. Mr. Fisher,
Hon. Mr. Watters.
Hon. Mr. Brown,
Hon. Mr. Connell,
Hon. Mr. Smith,
Mr. Kerr,
Gray,
Lewis,
Lawrence,
Botsford,
Allen,
M^cPhelim,

NAYS.

Mr. Macpherson,
M^cAdam,
Tapley,
DesBrisay,
M^cIntosh,
Wilmot,
Gillmor,
Wright,
Cudlip,
C. Perley,
Tibbits,
Chandler,
Gilbert.

Whereupon it was decided in the negative.

The question being then put upon the original Resolution, when the House again divided as follows:—

YEAS.

Hon. Mr. Fisher,	Mr. Wilmot,
Hon. Mr. Watters,	Gillmor,
Hon. Mr. Brown,	C. Perley,
Hon. Mr. Connell,	Tibbits,
Mr. Allen,	Chandler,
Macpherson,	Gilbert.
M'Intosh,	

NAYS.

Hon. Mr. Tilley,	Mr. Steadman,
Hon. Mr. Smith,	Lawrence,
Mr. Kerr,	Botsford,
Read,	M'Phelim,
Gray,	M'Adam,
Williston,	Tapley,
End,	DeaBrisay,
Lewis,	Hanington,
M'Clelan,	Wright,
M'Millan,	Cudlip.
Mitchell,	

And so this was also decided in the negative.

On motion of Mr. Steadman,

That the House proceed to the Order of the Day of the 30th day of March last, to go into Committee of the whole on—A Bill sent down from the Legislative Council, intituled "An Act relating to Intestate Estates and the Practice of Probate Courts,"—which Order was adjourned over from time to time to this day by operation of the twenty third Rule of the House.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Lewis in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Gilbert,

The House again went into Committee of the whole on—A Bill relating to certain Lands in Queen's County.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them again under their consideration, the following Resolution was moved:—

Resolved, That the further consideration of the Bill be postponed for three months.

And upon the question for adopting the same, the Committee divided, and it was decided in the negative.

That the Committee then proceeded in the Bill, and had the last Section thereof under their consideration, and which is as follows:—

"2. All such certified copies of deeds and conveyances as aforesaid, registered in Queen's County in pursuance of this Act, shall be as valid and effectual, and shall be received in evidence by all Courts of Law in this Province, and shall be as valid and effectual to all intents and purposes as if the original deed itself had been registered."

Upon the question for adopting the same, the Committee divided as follows:—

YEAS.

Hon. Mr. Smith,	Mr. Scovil,
Mr. Gray,	Vail,
Williston,	Wilmot,
End,	M'Leod,
Steadman,	Gillmor,
Macpherson,	Wright,
M'Adam,	Chandler.
Tapley,	

NAYS.

Hon. Mr. Speaker,	Mr. Allen.
Mr. Kerr,	

And so it was carried in the affirmative, and the Section adopted.

That the Committee then having gone through the Bill, had agreed to the same.

Ordered, That the Report be accepted, and the Bill engrossed.

Mr.

Mr. Allen, from the Committee appointed on the 19th day of March last, to take into consideration a Petition from Benjamin Beveridge, Esquire, in reference to a claim on the Canadian Disputed Territory Fund, with the Documents accompanying the same, laid before the House on that day by command of His Excellency the Lieutenant Governor, in pursuance of an Address, submitted their Report; and he having read the same, it was handed in at the Clerk's Table, where it was again read, and is as follows:—

“The Committee to whom was referred the various documents in reference to the claim of Benjamin Beveridge, Esquire, to a sum of £366 12 6 out of the Canada Disputed Territory Fund, beg to report—

“That they have had the matter under their consideration, and examined the various papers relating thereto, and have heard the statements of Mr. Beveridge, and of the Agent on behalf of Messrs. Robert Rankin & Company.

“The Committee are of opinion, from the evidence before them, that Mr. Beveridge is entitled to receive from the Disputed Territory Fund the said sum of £366 12 6; but as it has been alleged, on the behalf of Messrs. R. Rankin & Company, that Mr. George Young, formerly one of the said firm, and who is at present in Great Britain, but is expected soon to return to this Province, can give material evidence relating to Mr. Beveridge's claim, the Committee are apprehensive that they might be doing injustice by deciding this matter without Mr. Young's testimony.

“The Committee feel that it would be unfair to Mr. Beveridge to postpone the investigation of his claim till the next Session of the Legislature, they therefore recommend that, in order to do justice to both parties, an investigation of the matter should be made by some persons to be appointed by the Executive immediately after Mr. Young's return to this Province.”

Respectfully submitted.

JOHN C. ALLEN,
A. H. GILLMOR, JUN.
M. M'LEOD.

Committee Room, 6th April, 1859.

Ordered, That the Report be accepted.

Mr. Allen moved for leave to bring in—A Bill to amend Chapter 113, Title xxx, of the Revised Statutes, “Of Judgments, Executions and proceedings thereon.”

Leave granted.

The said Bill being brought in was read a first time.

The House adjourned until to-morrow morning at 9 o'clock.

Thursday, 7th April, 1859.

Prayers.

Read a second time—

A Bill to amend Chapter 113, Title xxx, of the Revised Statutes, “Of Judgments, Executions and proceedings thereon.”

Read a third time as engrossed,

A Bill in amendment of Chapter 137, Title xxxvii, of the Revised Statutes, “Of the jurisdiction of Justices in Civil Suits,” so far as relates to the duties of Constables.

Resolved, That the Bill do pass.

Ordered, That Mr. Lewis take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill relating to an Act intituled “An Act to explain an Act intituled ‘An Act to regulate the sale of Spirituous Liquors.’”

Resolved, That the Bill do pass.

Ordered, That Mr. Wright take the said Bill to the Council, and desire their concurrence thereto.

Read

Read a third time as engrossed,
A Bill relating to certain Lands in Queen's County.

Resolved, That the Bill do pass.

Ordered, That Mr. Gilbert take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to incorporate the Caledonia Asphaltic Mining and Manufacturing Company.

Upon the question that the Bill do now pass, the House divided—

YEAS 14.

NAYS 5.

And it was thereupon carried in the affirmative.

Ordered, That Mr. Steadman take the said Bill to the Council, and desire their concurrence thereto.

According to the Order of yesterday, the amendment made by the Legislative Council to—The Bill to enable the Dorchester Olive Freestone Company of the County of Richmond, State of New York, to hold Property in this Province,—was read a third time.

Resolved, That the House do concur therein.

Ordered, That the Honorable Mr. Smith return the Bill, with the amendment, to the Council, and acquaint them therewith.

Mr. McClelan, from the Committee appointed on the 29th day of March last, to take under consideration the Correspondence and other Documents relative to the publication of a Map of the Province, and the expenses incurred in the compiling thereof, laid before the House on the 14th day of the same month, by command of His Excellency the Lieutenant Governor, in pursuance of an Address, submitted their Report; and he having read the same, handed it in at the Clerk's Table, where it was again read, and is as follows:—

“The Committee to whom have already referred the return of expense and other documents relating to compilation and publication of Map of New Brunswick, having examined the papers, and having heard the explanations of Mr. Wilkinson, and the Honorable Provincial Secretary, beg leave to offer the following Report:—

“The aggregate amount of expenses, for which Warrants have already issued, is £1,582 14 9; of this sum £1,282 14 9 has been paid by Warrants issued between 11th September 1854 and 13th January 1859, and directly in favour of Mr. Wilkinson; the balance, £300 currency, has been paid by Bill of Exchange in favour of James Wylde, Esquire, the Engraver, who resides in London: This amount exceeds the sums granted for this purpose by the Legislature in 1854 and 1855 by £232 14 9.

“According to estimates, as shewn by communications with Mr. Wylde and Mr. Wilkinson, the whole cost to the Provincial Government of the originally proposed 2000 copies in sheets only, without mounting, is £2,489 18 2. This sum includes all past disbursements, with £150 yet claimed by Mr. Wilkinson for his services, and the further expenses of engraving and issuing the proposed number as above. The additional sum of, say 7s. 6d., for each copy, which will be required for mounting and completing the same for School and other purposes, will add £750, making final aggregate cost of 2000 copies, according to this estimate, £3,289 18 2. The Government retaining of course the copy-right, plates, &c.

“Mr. Wilkinson submits the following proposition, viz:—

“That I should enter into a satisfactory engagement with the Government to refund, “as soon as possible, say within three years from this time, by the progressive sale of “the Maps, the whole of the advance, amounting to £1,582 14 9, which has been made “on account of the same, in consideration of being protected by the copy-right in “incurring, on my personal account, all further expense necessary to the printing, “colouring, publication, and sale of the Maps in this Province and elsewhere: That “I should supply to the Government such number of copies of the Map as may be “required for the public service, say at the fixed rate of sterling per copy, in “sheets coloured, one hundred copies, if required, as soon as possible, and any “additional number after the lapse of six months from the time that the Map shall be “first publicly offered for sale: That I should in like manner supply to the Govern- “ment copies of any new edition of the Map.”

"The Committee, after duly considering the matter, do not recommend the entertaining of this proposition, as it might produce further unnecessary delay in making the Map available useful without ensuring any greater economy.

"The Committee think that the expense hitherto incurred has been greater than could have been reasonably expected, and regret that the original arrangement for the service as to size, manner, or limit of time, was not more definitely made. The sample Maps already received on a scale of eight miles to an inch, present an excellent appearance, and although the time occupied in the preparation has been greater than was expected, this delay will now enable the perfecting of the Map in accordance with the newly surveyed Boundary Line between this Province and Nova Scotia, according to a Bill before this Legislature. Mr. Wilkinson thinks that the work would have been completed three months earlier if he had not been otherwise engaged in the public service.

"The Government appear to have already been in communication with Mr. Wylde the Engraver, and in leaving the concluding arrangements with the Executive Government, the Committee beg leave to recommend that steps be taken, with the least possible delay, to ensure the final issue and completion of the required copies, in order that this large expenditure may be rendered at an early day available for Schools and other purposes."

Respectfully submitted.

A. R. M'CLELAN,
GEORGE KERR,
D. HANINGTON.

Committee Room, 7th April, 1859.

Ordered, That the Report be accepted.

On motion of Mr. Gray,

The House went into Committee of the whole on—A Bill for compensating the Families of Persons killed by accident.

Mr. Tapley in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had passed the following Resolution:—

Resolved, That the further consideration of the said Bill be postponed until the next Session of the Legislature.

Ordered, That the Report be accepted, and the consideration of the Bill accordingly postponed until the next Session.

Mr. Lawrence, by leave, presented a Petition from the Mayor, Aldermen and Commonalty of the City of Saint John, praying that a Bill before the House to amend the Act 18 Victoria, Chapter 38, to provide an improved system of Sewerage and Water Supply of part of the City of Saint John and Parish of Portland, may pass into a Law; which he read.

Ordered, That the said Petition be received and lie on the Table.

On motion of Mr. M'Phelim,

That the House do now go into Committee of the whole on—A Bill to change the Constitution of the Legislative Council, by rendering the same elective.

Upon the question, the House divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Brown,	Mr. Allen,	Hon. Mr. Tilley,	Mr. Montgomery,
Hon. Mr. Smith,	DesBrisay,	Hon. Mr. Fisher,	Wright,
Mr. Kerr,	M'Intosh,	Hon. Mr. Watters,	C. Perley.
Gray,	Scovil,		
Williston,	Vail,		
End,	M'Leod,		
Lewis,	Gillmor,		
Mitchell,	Cudlip,		
Lawrence,	Chandler.		

And it being thereupon carried in the affirmative—

The House resolved itself into Committee of the whole in consideration of the said Bill.

Mr.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee proceeding in the Bill referred to them—

A motion was made—That he leave the Chair, report progress thereon, and ask for leave to sit again in consideration thereof.

Upon the question for adopting the motion, the Committee divided as follows:—

YEAS.

Hon. Mr. Tilley,	Mr. Lewis,
Hon. Mr. Fisher,	End.
Hon. Mr. Watters,	M'Clelan,
Mr. Kerr,	Steadman,
Williston,	Chandler.

NAYS.

Hon. Mr. Brown,	Mr. DesBrisay,
Hon. Mr. Smith,	M'Intosh,
Hon. Mr. Connell,	Wilmot,
Mr. Read,	Scovil,
Allen,	Gillmor,
Macpherson,	Gilbert,
M'Phelim,	C. Perley,
Montgomery,	Hanington.

And it being thereupon decided in the negative—

The Committee then had the first Section of the Bill before them, and the question being taken thereon, the Committee divided, and it was carried in the affirmative, and the Section agreed to.

That the Committee proceeding further in the Bill before them—

A motion was made—That he leave the Chair, report progress, and ask for leave to sit again.

And upon the question, it was carried in the affirmative.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. M'Leod,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause to be laid before the House, copy of the Petition of Hugh M'Monagle, Esquire, and others, to His Excellency, for the appointment of a Commissioner to examine as to the sites proposed for the Railway Station at Sussex Vale; as also the Petition of Nelson Arnold, Esquire, and others, to His Excellency, praying that the site proposed for a Station on the land of the said Nelson Arnold, may not be changed, together with the action of the Government, if any, had thereon.

Ordered, That Mr. M'Leod, Mr. M'Clelan, and Mr. Vail, be a Committee to wait upon His Excellency with the Address.

On motion of the Honorable Mr. Fisher,

The House again went into Committee of the whole on—a Bill to suspend the Grant to King's College, so far as relates to the sum of eleven hundred pounds paid out of the Revenues of this Province, and not included in the Civil List.

Mr. Tapley in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee proceeding in the further consideration of the said Bill, had before them that substituted in place thereof, when in Committee on the 5th day of April, instant, intituled "A Bill relating to King's College;" and having the Second Section thereof under consideration, enacting "that there shall be an University which shall be a body Corporate, by the name and style of The University of New Brunswick," and giving to the said University certain powers.

When an amendment was moved—To expunge the whole Section, and substitute as follows:—

"Whereas by an Act of the Legislature made and passed in the year 1829, providing for the endowment of King's College at Fredericton in this Province, it was enacted by the third and fourth Sections thereof,—“That there be granted to the Chancellor, President, and Scholars of said College, and their successors, for the endowment of the said College, and also for the establishment and support of Collegiate Schools, the yearly sum of one thousand one hundred pounds, to be paid from the Revenues

Revenues of the Province, and drawn out of the same by Warrant of the Lieutenant Governor or Commander in Chief of the Province for the time being, by and with the advice and consent of His Majesty's Executive Council; provided always, and be it further enacted, that the sum of money hereby granted is upon condition that His Majesty will be graciously pleased to grant, for the further endowment of said King's College, the annual sum of one thousand pounds sterling out of His Majesty's Casual Revenue, or from or out of such other branch of His Majesty's Royal Revenues as he may be pleased to appoint for that purpose; provided nevertheless, that nothing herein contained shall extend or be construed to authorize the appropriation of any part of the Public Revenue of the Province, without the consent of the Legislature thereof." And whereas His said Majesty was graciously pleased to grant the said annual endowment of one thousand pounds sterling out of the Casual Revenues of the Province, then under the control of the Crown: And whereas on the surrender of the Casual and Territorial Revenue to the people of this Province by His late Majesty King William the Fourth, in exchange for a Civil List, the Royal endowment thus made formed a charge on said Revenues, and such endowment, together with the Grant made by the said Act from the Provincial Revenue, has been annually drawn for the support and maintenance of said College and Collegiate School: And whereas in addition to such munificent provisions, a large amount is annually derived for the support of said College from lands and other sources at its disposal: And whereas, from the Returns laid before this House from time to time, it appears that only about an average of three Students a year have graduated in the College for the last thirty years: And whereas it is thus apparent that a large amount of money derived from all classes of the people in this Province has been expended without any corresponding benefit to the people: And whereas it appears that a prejudice against this Institution exists throughout this Province, and that every effort made to improve the same and make the benefits in some degree commensurate with the large sum of money annually drawn for the support of the same, have been unavailing: And whereas this Committee have reluctantly arrived at the conclusion that this Institution is wholly inefficient, and has utterly failed in accomplishing the purposes originally intended: And whereas the time has now arrived when the money so injudiciously and unjustly expended should cease;—

"Be it therefore enacted by the Lieutenant Governor, Legislative Council, and Assembly, That the third Section of an Act made and passed in the ninth and tenth years of the Reign of His Majesty King George the Fourth, intituled "An Act for the endowment of King's College, at Fredericton, in the Province of New Brunswick, and also to make new provisions for the establishment and support of Grammar Schools throughout the Province," be and the same is hereby repealed."

And upon the question for adopting the same, the House divided as follows:—

YEAS.

Hon. Mr. Connell,	Mr. M'Leod,
Hon. Mr. Smith,	Gillmor,
Mr. Lewis,	Wright,
Steadman,	Cudlip,
Botsford,	C. Perley,
M'Adam,	Tibbits.
Hanington,	

NAYS.

Hon. Mr. Tilley,	Mr. M'Phelim,
Hon. Mr. Fisher,	Macpherson,
Hon. Mr. Watters,	Montgomery,
Hon. Mr. Brown,	DesBrisay,
Mr. Read,	M'Intosh,
Gray,	Scovil,
End,	Wilmot,
M'Clelan,	Vail,
M'Millan,	Chandler,
Lawrence,	Gilbert.
Allen,	

Whereupon it was decided in the negative.

The question was then taken upon the Section under consideration, when the Committee again divided as follows:—

YEAS.

YEAS.

Hon. Mr. Tilley,	Mr. M'Phelim,
Hon. Mr. Fisher,	Macpherson,
Hon. Mr. Watters,	Montgomery,
Hon. Mr. Brown,	DesBrisay,
Mr. Read,	M'Intosh,
Gray,	Scovil,
End,	Wilmot,
M'Clelan,	Vail,
M'Millan,	Chandler,
Lawrence,	Gilbert.
Allen,	

NAYS.

Hon. Mr. Connell,	Mr. Gillmor,
Hon. Mr. Smith,	Wright,
Mr. Lewis,	Cudlip,
Steadman,	C. Perley,
M'Adam,	Tibbits.
M'Leod,	

And so it was carried in the affirmative, and the Section adopted.

That the Committee then proceeded to the third Section of the Bill, which, among other things, vests all the estate, real, personal, or otherwise, "vested in or belonging to" the Chancellor, President, and Scholars of King's College, "in the University of New Brunswick."

To which an amendment was moved—To add at the close of the Section as follows:—

"That the said Corporation may sell and dispose of all the lands and buildings transferred to and vested in them by this Section, and apply the proceeds thereof in the erection of such buildings as may be necessary for the purposes of such Corporation, at or near the City of Saint John."

And upon the question for adopting this amendment, the Committee divided as follows:—

YEAS.

Hon. Mr. Speaker,	Mr. M'Leod,
Hon. Mr. Smith,	Wright,
Mr. M'Clelan,	Cudlip.
M'Adam,	

NAYS.

Hon. Mr. Tilley,	Mr. Allen,
Hon. Mr. Fisher,	M'Phelim,
Hon. Mr. Watters,	Macpherson,
Hon. Mr. Brown,	Montgomery,
Hon. Mr. Connell,	DesBrisay,
Mr. Kerr,	M'Intosh,
Read,	Scovil,
Gray,	Wilmot,
Williston,	Vail,
End,	Hanington,
Lewis,	Gillmor,
M'Millan,	C. Perley,
Mitchell,	Tibbits,
Steadman,	Chandler,
Lawrence,	Gilbert.

Whereupon it was decided in the negative.

That the question was then taken upon the original Section, when the Committee again divided as follows:—

YEAS.

Hon. Mr. Tilley,	Mr. Allen,
Hon. Mr. Fisher,	M'Phelim,
Hon. Mr. Watters,	Macpherson,
Hon. Mr. Brown,	Montgomery,
Mr. Kerr,	DesBrisay,
Read,	M'Intosh,
Gray,	Scovil,
Williston,	Wilmot,
End,	Vail,
M'Clelan,	Chandler,
M'Millan,	Gilbert.
Lawrence,	

NAYS.

Hon. Mr. Speaker,	Mr. Hanington,
Hon. Mr. Connell,	M'Leod,
Hon. Mr. Smith,	Gillmor,
Mr. Lewis,	Wright,
Mitchell,	Cudlip,
Steadman,	C. Perley,
M'Adam,	Tibbits.

And it was thereupon carried in the affirmative, and this Section adopted.

That the Committee then made further progress in the Bill, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; when

Mr. Cudlip moved—That the House do to-morrow, at the hour of two o'clock, P. M., again resolve itself into Committee of the whole on the said Bill.

Upon the question, the House divided—

YEAS 13.

NAYS 18.

And it was decided in the negative.

The Honorable Mr. Fisher then moved—That the House do to-morrow, at the hour of twelve o'clock at noon, resolve itself into Committee of the whole in further consideration thereof.

Upon this question, the House divided as follows:—

YEAS.

Hon. Mr. Tilley,
Hon. Mr. Fisher,
Hon. Mr. Watters,
Hon. Mr. Brown,
Mr. Gray,
End,
M'Clelan,
Steadman,
Lawrence,
Allen,

Mr. M'Phelim,
Macpherson,
Montgomery,
DesBrisay,
M'Intosh,
Scovil,
Wilmot,
Vail,
Wright,
Chandler.

NAYS.

Hon. Mr. Connell,
Hon. Mr. Smith,
Mr. Kerr,
Williston,
Lewis,
M'Millan,
Mitchell,

Mr. M'Adam,
M'Leod,
Gillmor,
Cudlip,
C. Perley,
Tibbits,
Gilbert.

Whereupon it was carried in the affirmative, and the House again to go into Committee of the whole on the said Bill.

Mr. Steadman, from the Committee appointed on the 19th day of March last, to take under consideration a Petition from W. R. M. Burtis, Esquire, for relief relative to claim for damages for Lands taken for Railway purposes, and to which Committee were referred various other Petitions of a like nature, submitted their Report; and he having read the same, it was handed in at the Clerk's Table, where it was again read, and is as follows:—

“The Committee to whom was referred the Petition of W. R. M. Burtis, of the City of Saint John, as also from Robert B. C. Wilder, Thomas L. Nixon, Thomas M'Ewan, Reuben Wilson, Moses Jones, and fifty two others, inhabitants of the County of Westmorland; A. C. Evanson, John M'Leod, Junior, T. Oliver Arnold, R. M'Curdy, and one hundred and sixty others, inhabitants of the County of King's; Charles H. Ketchum, Thomas Ketchum, and John Hendricks, of Norton, in the County of King's; complaining of losses occasioned by the Railroad in various ways; some by an under estimate of land damages, some by being refused any damages at all, some by the dividing and cutting up their lands by deep excavations and embankments, and some in consequence of no provision being made for farm crossing, or any allowance of damages in lieu thereof;—

“Your Committee report, that they have had before them Mr. Burtis, one of the Petitioners, the Chief Commissioner of Railways, the Chief Engineer, and Mr. Gray, who were examined in presence of each other; and George L. Hatheway, Esquire, one of the Board of Appraisers and several other witnesses, all of whom were examined upon the subject matter of the several Petitions. In the case of Mr. Burtis, your Committee are of opinion, that in consequence of alterations in the Railway Plans since the assessment of damages in his case he has sustained new damages, for which he is clearly entitled to be paid.

“It appears by the statement of the Chief Commissioner and of Mr. Hatheway, that few persons have been allowed any compensation for lands or damages from about six miles from the City of Saint John to the Bend of Petitcodiac.

“Your Committee are of opinion that this is not according to the strict reading of the Law, nor consistent with justice: The Act clearly imports that the proprietors are to be paid for the land actually appropriated for the “Railway Track,” and that the damage only to the lands through or near which the Railroad passes, can be offset by the supposed increased value arising from Railway accommodation. Your Committee would therefore recommend that in all those cases where damages have not been allowed, the Commissioners should make reasonable compensation to all parties whose lands have been actually appropriated for the purposes of the Railway.

“Your Committee have also had under their consideration several cases where farms have been divided by heavy embankments and deep excavations, and no provision made

made for crossings, nor any compensation by way of damages made in lieu thereof. The case of the Honorable John H. Gray, in the opinion of your Committee, is one of a peculiar nature;—his land is situate on the Kennebecasis River, about seven miles from the City of Saint John, and is divided by a deep Railway cutting, running between the Post Road and the said River, by which he is cut off from all communication with the water, and a portion of his land lying between the Railway and the River;—he was not allowed any damages by the Appraisers, nor has he been provided with any crossing: The Committee differ from the conclusion to which the Appraisers came, in awarding no damages to Mr. Gray for the injury to his property:—The Chief Commissioner stated to your Committee that he intended to make a level crossing for Mr. Gray, by making another cutting on each side of the Track: Owing to the formation of the land, in the opinion of your Committee, a level crossing would be practically useless and would take more land, and be more injurious to his property than the Railway crossing itself: The Chief Engineer estimated the cost of a Bridge, (in keeping with the Railway works,) over the cutting on Mr. Gray's land, at about two hundred and fifty pounds; but your Committee cannot see the necessity of erecting Bridges intended for private crossings upon such an expensive scale: Bridges at a much less cost, say about one hundred and fifty pounds, might be made to answer every purpose: Your Committee would therefore recommend that the Commissioners provide a Bridge crossing for Mr. Gray, or make him a reasonable compensation by way of damage in lieu thereof.

“In the cases of Charles H. Ketchum and J. Thomas Ketchum, in the Parish of Norton, it appears that their farm is divided by a deep cutting, that no crossing has been provided for them, nor any damages allowed in lieu thereof.

“In the case of John Hendricks, also of Norton, whose farm is divided by a heavy embankment; no provision is made for a crossing, nor any damages allowed in lieu thereof.

“The case of Ephraim Steeves, of Moncton, in the County of Westmorland, is one of peculiar hardship: His land is divided by a heavy embankment of some twenty feet in height, cutting him off from any communication with a large portion of his land; no provision has been made for any crossing, nor any damages allowed him in lieu thereof.

“Your Committee would therefore recommend that the Commissioners of Railways should provide necessary crossings in all the above cases, or any other cases on the line of a like nature, or allow the Proprietors a reasonable amount of damages in lieu thereof.

“All of which is respectfully submitted.”

JAMES STEADMAN,
CHARLES PERLEY,
J. W. CHANDLER.

Committee Room, April 5, 1859.

Ordered, That the Report be accepted; and

On motion of Mr. Steadman; further

Ordered, That the House do on Saturday next, go into Committee of the whole in consideration of the said Report.

The House adjourned until to-morrow morning at 9 o'clock.

Friday, 8th April, 1859.

Prayers.

On motion of Mr. Lawrence,

The House again went into Committee of the whole on—A Bill relating to the levying, assessing, and collecting of Rates in the City of Saint John.

Mr. Gillmor in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee proceeding in the Bill referred to them, had agreed to several Sections thereof, when the following was moved as the fifteenth Section:—

“ 15. The Agent or Manager of any Joint Stock Company or Corporation established abroad, or out of the limits of this Province, who shall carry on business for such Company or Corporation in the City of Saint John, shall be rated and assessed in like manner as any inhabitant, upon the amount of income received by him as such Agent; and for the purpose of enabling the Assessors to rate such Company or Corporation, the said Agent or Manager shall, when required in writing by the Assessors so to do, furnish to them a true and correct statement in writing under oath, setting forth the whole amount of income received in the City of Saint John during the fiscal year of said Companies preceding the making up of the annual accounts; in the event of refusal on the part of such Agent or Manager to furnish the required information, the Assessors shall, within ten days after such application therefor, rate and assess the said Agent or Manager according to the best of their knowledge, subject, however, to the right of the said Agent or Manager to appeal from such assessment as aforesaid: For the purpose of this Section, the Agent or Manager shall be deemed the owner of such income, and shall be dealt with accordingly, but he may recover from the Company or Corporation he represents, any assessment he may be called upon to pay on such income as aforesaid; such assessment shall be made separately and distinctly from any other assessment to which such Agent or Manager shall be liable; provided however, that the assessment on Insurance Companies, or the Agent or Manager of any Insurance Company established abroad, shall be taken on a three years average of the yearly net profits on insurance of Property situated within the said City, or for the whole period for which they may have been doing business in said City, not exceeding three years, such average to be obtained as follows:—The Agents shall each year furnish the Assessors with a statement, in writing, of the aggregate net profits of insurance of property situated within the City for the three years next preceding that in which the assessment is to be made, or for the whole period for which they may have been doing business in said City, not exceeding three years; provided further, that Life Insurance Companies or their Agencies, shall be free from assessment under this Act.”

And upon the question for adopting the same, the Committee divided—

YEAS 13.

NAYS 6.

Whereupon it was carried in the affirmative, and the Section agreed to.

That the Committee then went through the remaining Sections, and after making amendments thereto, had agreed to the same.

Ordered, That the Report be accepted, and the Bill engrossed, as amended.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Supplementary Report by the Auditor General, upon the Accounts of the Chief Commissioner of the European and North American Railway.

(*See Appendix.*)

On motion of Mr. Allen,

The House went into Committee of the whole on—A Bill to alter and amend the Act to incorporate the City of Fredericton.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Mitchell,

Whereas a Joint Address has been passed by the Honorable the Legislative Council and this Honorable House on the subject of the Navigation Laws, and the desire to obtain the right of Registry of British Vessels in Foreign Ports; and it is desirable, in order to give additional force and importance to such representation, that the respective Legislatures of Canada, Nova Scotia, and Prince Edward Island, should be requested to take action on those important subjects; therefore

Resolved,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency may be pleased to communicate with the Executive Governments of the Provinces of Canada, Nova Scotia, and Prince Edward Island, soliciting their co-operation in the object of the Address on the above subjects, which has passed this Legislature.

Ordered, That Mr. Mitchell, Mr. Wilmot, and Mr. M'Clelan, be a Committee to wait upon His Excellency with the Address.

On motion of the Honorable Mr. Watters,

The House went into Committee of the whole on—A Bill in addition to an Act intituled "An relating to the Police of the City of Saint John."

Mr. Lewis in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made an amendment thereto, and then agreed to the same.

Ordered, That the Report be accepted, and the Bill engrossed, as amended.

On motion of Mr. Gilbert,

The House went into Committee of the whole on—A Bill to regulate the Office of Clerk of the Peace and of the Inferior Court of Common Pleas in this Province.

The Honorable Mr. Watters in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had passed the following Resolution:—

Resolved, That the further consideration of this Bill be postponed for three months.

Ordered, That the Report be accepted, and the consideration of the said Bill accordingly postponed.

On motion of Mr. Kerr,

The House again went into Committee of the whole on—A Bill relating to the settlement and support of the Poor in this Province.

Mr. Steadman in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their further consideration, had made amendments thereto, and then agreed to the same.

Ordered, That the Report be accepted, and the Bill engrossed, as amended.

On motion of Mr. M'Phelim,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will cause to be laid before the House, copies of any Petitions, Warrants, or other Documents, relative to a claim made by the late James M'Gowan, for his services in taking charge of the Hospital and Sick at Partridge Island; and relative to an appropriation made by the Legislature to the said James M'Gowan in the year 1849.

Ordered, That Mr. M'Phelim, Mr. Allen, and Mr. M'Clelan, be a Committee to wait upon His Excellency with the Address.

On motion of Mr. Williston,

Whereas it is the duty of the Government, by every means in their power, to encourage Immigration to this Province, and thereby facilitate the settlement of the country: And whereas, in order to that end, it is their bounden duty to cause to be surveyed tracts of Wilderness Lands in various sections of this Province, with roads laid out through the same, the proceeds arising from such lands, either by the sale thereof under the Labour Act or otherwise, to be exclusively devoted to the opening and improving the roads so to be laid out through the said lands: And whereas, if lands situate in eligible localities in the County of Northumberland were so surveyed by the Government, with roads running through the same, such lands would be taken up without delay, which would greatly tend to the advancement of the best interests of the country; therefore

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency would be pleased, during the ensuing season,

to cause to be surveyed in the said County of Northumberland, the following Tracts of Land, viz:—

The Tract of Land between Indian Town Brook and the Red Bank Settlement; the Tract of Land between the Whitney Settlement, Northesk, and the Mouth of the Big Savogle; and the Tract of Land between the Chaplin Island Road, near Ashton's, and the Big Hole Indian Reserve, with a suitable and convenient Road through each of the said Tracts of Land.

Upon the question for adopting the Resolution for this Address, the House divided—

YEAS 5.

NAYS 13.

And it was thereupon decided in the negative.

On motion of Mr. Lawrence,

The House went into Committee of the whole on—A Bill to amend Act 18 Victoria, Chapter 38, to provide an improved system of Sewerage and Water Supply of part of the City of Saint John, and Parish of Portland in the County of Saint John.

Mr. Williston in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had passed the following Resolution:—

Resolved, That the further consideration of the said Bill be postponed for three months.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed.

On motion of Mr. Chandler,

The House again went into Committee of the whole on—A Bill sent down from the Legislative Council, intituled "An Act relating to Intestate Estates and the Practice of Probate Courts."

Mr. Lewis in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made an amendment thereto, and then agreed to the same.

Ordered, That the Report be accepted.

The amendment being then handed in at the Clerk's Table, was there read a first time, and is as followeth:—

At A expunge the whole Section, and substitute—

The word Estate used in the Act intituled "An Act to amend the Act relating to Intestate Estates," passed in the twenty first year of the Reign of Queen Victoria, shall be construed to mean Real Estate only.

The said amendment was then read a second time.

Ordered, That the same be engrossed, and the Bill as amended, read a third time to-morrow.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill to regulate the time of holding the Circuit Courts in the Counties of Sunbury, Kent, and Saint John:

The Bill relating to an Act intituled "An Act to explain an Act intituled 'An Act to regulate the sale of Spirituous Liquors:'"

The Bill to authorize the Roman Catholic Episcopal Corporation for the Diocese of New Brunswick to sell and dispose of certain Lands in the City of Fredericton:

The Bill in amendment of Chapter 137, Title xxxvii, of the Revised Statutes, "Of the jurisdiction of Justices in Civil Suits," so far as relates to the duties of Constables:

The Bill for establishing and maintaining a Police Force in the Town of Chatham, in the County of Northumberland: and

The Bill to modify the Laws relating to Interest and Usury;
Without making any amendments thereto.

And

And he further informed the House that the Council had passed—

A Bill intituled “An Act to amend Chapter 107, Title xxviii, of the Revised Statutes, ‘Of the Church of England,’”

To which they desire the concurrence of the Assembly.

The Bill sent down from the Legislative Council, was then read a first and second times.

Mr. Scovil moved for leave to bring in—A Bill to amend an Act intituled “An Act relating to Highways.”

Leave granted.

The said Bill being brought in was read a first and second times.

Read a third time as engrossed,

A Bill to alter and amend the Act to incorporate the City of Fredericton.

Resolved, That the Bill do pass.

Ordered, That Mr. Allen take the said Bill to the Council, and desire their concurrence thereto.

On motion of the Honorable Mr. Fisher,

The House again went into Committee of the whole on—A Bill to suspend the Grant to King’s College, so far as relates to the sum of eleven hundred pounds paid out of the Revenues of this Province, and not included in the Civil List.

Mr. W. E. Perley in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them; that substituted in place thereof when in Committee on the 5th day of April instant, intituled “A Bill relating to King’s College,” was again under consideration, and proceeding therein, the following was moved as an additional Section:—

“The Governor in Council shall have power to appoint and remove from time to time the President of the University, the Professors, Tutors, Lecturers, and Instructors, and all other Officers of the University, and the Master and Teachers of the Collegiate School, and fix their remuneration.”

Upon the question for adopting the same, the Committee divided as follows:—

YEAS.

Hon. Mr. Speaker,	Mr. Mitchell,
Hon. Mr. Connell,	M’Adam,
Hon. Mr. Watters,	M’Leod,
Hon. Mr. Smith,	Gillmor,
Mr. Lewis,	Wright,
M’Millan,	C. Perley.

NAYS.

Hon. Mr. Tilley,	Mr. Montgomery,
Hon. Mr. Fisher,	DesBrisay,
Hon. Mr. Brown,	M’Intosh,
Mr. Kerr,	Scovil,
Read,	Vail,
Williston,	Hanington,
Lawrence,	Chandler,
Allen,	Gilbert.
Macpherson,	

And it was thereupon decided in the negative.

It was then moved—To add the following Section:—

“The Governor in Council shall have power to direct the Senate to sell and lease all Lands belonging to the said University, and the investment and expenditure of all moneys arising therefrom, and all moneys which have hitherto been or which may hereafter be granted for the support of the University and the Collegiate School.”

Upon the question for adopting this Section, the Committee divided as follows:—

YEAS.

Hon. Mr. Watters,	Mr. Mitchell,
Hon. Mr. Connell,	M’Adam,
Hon. Mr. Smith,	M’Leod,
Mr. Lewis,	Wright,
M’Clelan,	C. Perley,
M’Millan,	Tibbits.

NAYS.

Hon. Mr. Tilley,	Mr. Macpherson,
Hon. Mr. Fisher,	Montgomery,
Hon. Mr. Brown,	Tapley,
Mr. Read,	DesBrisay,
Gray,	M’Intosh,
Williston,	Wilmot,
End,	Hanington,
Lawrence,	Chandler,
M’Phelim,	Gilbert.

And this was also decided in the negative.

The

The Committee then made further progress in the Bill, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted; and

On motion of Mr. Mitchell; further

Ordered, That the House do to-morrow, at the hour of two o'clock, p. m., again go into Committee of the whole in further consideration of the said Bill.

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Fisher, a Member of Her Majesty's Executive Council, by command of His Excellency, delivered the following Message:—

“ New Brunswick.

“ Message to the House of Assembly, 28th March, 1859.

“ J. H. T. MANNERS-SUTTON.

“ His Excellency the Lieutenant Governor, in reply to the Address of the House of Assembly of 29th March, 1858, relative to Land reserved for Military purposes at the Town Plot of the Grand Falls and its vicinity, lays before the House a copy:—

“ 1. Of a Despatch from the Secretary of State to the Lieutenant Governor, dated 17th August, 1858, No. 10, with Enclosures :

“ 2. Of a Despatch from the Lieutenant Governor to the Secretary of State, dated 14th January, 1859, No. 1, with Enclosure. J. H. T. M-S.

The Documents communicated by this Message, being read at the Clerk's Table, are as follow:—

MILITARY LANDS AT GRAND FALLS.

(Copy)—No. 10.

Downing Street, 17th August, 1858.

SIR,—With reference to my predecessor's Despatch, No. 16, of the 22nd May, I transmit herewith for your information and guidance, the Copy of a Letter from the War Office, relative to the transfer to the Crown by that Department of certain Lands reserved for Military purposes near the Town plot of the Grand Falls.

I have, &c.

(Signed)

E. B. LYTTON.

His Excellency the Lieutenant Governor, &c. &c. &c., New Brunswick.

(Enclosure—Copy)

War Office, 4th August, 1858.

SIR,—With reference to your Letter of 4th May, transmitting a Copy of a Despatch from the Lieutenant Governor of New Brunswick, relative to the transfer to the Crown by the War Department of certain Lands reserved for Military purposes near the Town plot of the Grand Falls, and to my Letter of the 20th May on the subject, I am directed to acquaint you, for the information of Secretary Sir E. Bulwer Lytton, that Secretary Major General Peel has no objection to surrender to the Civil Government of New Brunswick the lots C and D, shewn on the plan, upon condition that the Colony will defray all the law charges consequent upon the measures now taking for removal of certain encroachments on this property.

It will be requisite, on Military grounds, for this Department to retain possession of lot B, but there will be no objection to allow the Colonial Government to plant two rows of trees on its whole length, at their own expense, should the Government think proper to do so, for the embellishment or health of the Town.

In respect to lot E, including a mill site thereon, it may be given up to the Colonial authorities upon their consenting to defray the law charges on account of an action of ejectment of the occupant now pending.

Major General Peel considers that it will be necessary for Military purposes to retain all the remaining portion of the property this Department possesses at the Grand Falls.

I have, &c.

(Signed)

B. HAWES.

H. Merivale, Esquire, &c. &c. &c.

(Copy)—No. 1.

Government House, Fredericton, N. B., January 14th, 1859.

SIR,—With reference to the subject matter of your Despatch of 17th August, 1858, No. 10, and its enclosures, I have now the honor to transmit to you, herein enclosed, the Copy of a Memorandum submitted to me by my Council, in which they advise the acceptance of the offer of the Secretary of State for the War Department, to surrender on certain specified conditions, a portion of the Lands reserved at the Grand Falls for Military purposes.

I have given directions that the necessary steps for fulfilling the conditions above referred to, should be immediately taken, and I have communicated to the Officer in command of the Royal Engineers in this Province, the acceptance, by the Provincial Government, of the offer of the Secretary of State for the War Department.

I have, &c. (Signed) J. H. T. MANNERS-SUTTON.

The Right Honorable Sir E. Bulwer Lytton, Bart., M. P., &c. &c. Colonial Office.

(Enclosure—Copy.)

Memorandum of the Executive Council in Committee.

To His Excellency the Honorable J. H. T. Manners-Sutton, Lieut. Governor, &c. &c. &c.

The Executive Council in Committee, having had under their consideration the Despatch of the Secretary of State for the Colonies, agreeing to transfer to the Province certain portions of the Lands at the Grand Falls, reserved for Military purposes, upon condition that the Government of the Province will defray the law charges consequent upon the measures now being taken for the removal of certain encroachments thereon, advise Your Excellency to accept the proposal made by the Secretary of State, and to carry into effect the agreement on the part of the Government of the Province.

(Signed) CHARLES FISHER, W. H. STEEVES,
S. L. TILLEY, CHARLES CONNELL.
JAMES BROWN,

January 13th, 1859.

Mr. Kerr, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of the 5th day of April instant, praying that Commissioners may be appointed to prepare a Bill to facilitate settlements between Debtors and Creditors to prevent fraud, and to provide for the relief of Debtors who may have become Insolvent, and to protect Creditors, and also to secure an equitable distribution of the estate and effects of Debtors among their Creditors; to be laid before this House at its next Session, reported—That they had attended thereto, and His Excellency was pleased to say—That he would consult His Council with respect to this Address.

Mr. Wilmot, from the Committee appointed on the 5th day of April instant, to take into consideration a Petition from F. W. Hatheway and Otis Small, for return of Duties on Steamboat Machinery, laid before the House by command of His Excellency the Lieutenant Governor in pursuance of an Address, submitted their Report; and he having read the same, it was handed in at the Clerk's Table, where it was again read, and is as follows:—

“The Committee to whom was referred the Petition of F. W. Hatheway and Otis Small, praying a return of Duties paid and secured by them on certain materials and machinery imported for the Steamer “Emperor,” for the reasons set forth in the Petition, have investigated the subject matter, and beg to submit the following Report:—

“The Petitioners set forth, that they have for many years been engaged in Steam navigation as owners of Steamers plying in the waters of this Province; that they have invested a large amount of capital therein; that by the alteration of the Navigation Laws, Foreign built Steamers have been permitted to navigate the waters of this Province upon equal advantages with Colonial, while New Brunswick built Steamers cannot enter the Ports of the United States except under onerous restrictions and Port charges; that no less than sixteen Foreign built Steamers have received free admission to the trade of this Province without payment of any Duty on the furniture, outfits, and machinery of the said vessels, thereby offering a bonus to foreign labour; that the Petitioners have built and fitted out their new Steamer “Emperor” in the Port of Saint John, and in so doing, they have been obliged to import in parts, machinery, machinery stock, and outfits, for its completion, and they have paid and secured to the Treasury of this Province the Duties levied upon such material in parts; that as a matter of justice, and for the encouragement of domestic manufacture and labour, such material, under the circumstances, should be admitted duty free.

“The Committee, on examination of the facts, find by the Certificate of the Provincial Treasurer, that Messieurs Hatheway and Small have paid in cash one hundred and twenty three pounds seven shillings and seven pence, and have given a Bond for one hundred and thirty five pounds eighteen shillings and nine pence, making a total of two hundred and fifty nine pounds six shillings and four pence: They are of opinion, that the hardship complained of by the Petitioners is a serious grievance, and that

that under the existing state of the Navigation Laws, Steamers built in the United States have an advantage over those built in this Province, as no reciprocity is granted to New Brunswick Steamers running to American Ports in anywise commensurate with the benefits given to Foreign Steamers coming to New Brunswick: It is certainly apparent to the Committee, that if the Emperor had been built in the United States, of American materials and American labour, no Duty would have been exacted upon the vessel when registered in New Brunswick; under these circumstances, the Committee recommend that the Bond for £135 10 9 be cancelled, and that the sum of £54 15 7 be returned to Messieurs Hatheway & Small."

Respectfully submitted.

ROBT. D. WILMOT,
L. P. W. DESBRISAY,
W. E. PERLEY.

Committee Room, April 6, 1859.

Ordered, That the Report be accepted.

The House adjourned until to-morrow morning at 9 o'clock.

Saturday, 9th April, 1859.

Prayers.

Read a third time as engrossed,

A Bill relating to the levying, assessing, and collecting of Rates in the City of Saint John.

Resolved, That the Bill do pass.

Ordered, That Mr. Lawrence take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill relating to the settlement and support of the Poor in this Province.

Resolved, That the Bill do pass.

Ordered, That Mr. Kerr take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill in addition to an Act, intituled "An Act relating to the Police of the City of Saint John."

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Watters take the said Bill to the Council, and desire their concurrence thereto.

According to the Order of yesterday—The Bill sent down from the Legislative Council, intituled "An Act relating to Intestate Estates and the Practice of Probate Courts,"—as well as the engrossed amendment made by the House thereto, were read a third time.

Resolved, That the House do agree to the said Bill, as amended.

Ordered, That Mr. Steadman return the same to the Council, and acquaint them that the House had made an amendment thereto, and then agreed to the said Bill, and request the concurrence of the Council to the said amendment.

On motion of Mr. M'Phelim,

Whereas certain Petitions and other Documents have been laid before the Executive Government by George Wallace, of Kingston, in the County of Kent, respecting the loss of a Money Letter, alleged to have been sent by him through the Post Office: And whereas, in order that the subject may be fully investigated and reported upon, it is desirable that the whole of the said Documents should be laid before this House; therefore

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency would be pleased to cause to be laid before the House, copies of all Petitions and other Documents submitted to the Executive Government by the said George Wallace, relative to the loss of a Money Letter alleged to have been sent by him through the Post Office.

Ordered,

Ordered, That Mr. M'Phelim, Mr. Allen, and Mr. M'Clelan, be a Committee to wait upon His Excellency with the Address.

On motion of Mr. Tibbits,

The House went into Committee of the whole on—The Report from the Select Committee, submitted to the House on the 6th day of April instant, in reference to the claim of Benjamin Beveridge, Esquire, to a sum of three hundred and sixty six pounds twelve shillings and six pence, out of the Canada Disputed Territory Fund.

Mr. Tapley in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Report referred to them under their consideration, the following Resolution was moved:—

Resolved, That the claim of Benjamin Beveridge, Esquire, be submitted for the further consideration of the Government, and that an opportunity be afforded Messieurs Rankin and Company to procure the evidence of Mr. Young before any decision be had thereon."

And upon the question for adopting the Resolution, it was carried in the affirmative.

Ordered, That the Report be accepted, and the Resolution passed in Committee, adopted by the House.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill to alter and amend the Act to incorporate the City of Fredericton; and
The Bill to authorize the widening of Harding Street, in the City of Saint John;

Without making any amendments thereto.

And that the Council had also agreed to—

The Bill to incorporate the Caledonia Asphaltic Mining and Manufacturing Company, With an amendment, to which they desire the concurrence of the Assembly.

The amendment made by the Legislative Council to this Bill, was then read a first and second times, and is as follows:—

At A at the end of the Bill, add the following words:—"In the first instance; and no creditor or person or persons having any demand against the said Corporation for or on account of any dealings with the said Corporation, shall have recourse against the separate property of any shareholder on account thereof, except in case of deficiency, or where the joint stock of the said Corporation shall fall short of or not be equal to the payment of any debt, due, or demand against the same; and in such case the goods and chattels, lands and tenements, of each shareholder, shall and may be levied upon and seized respectively, to satisfy such debt or demand, to the extent of double the amount of the share or shares or interest of such shareholder in the joint stock of the said Corporation, but no more; and such double amount, or so much as may be necessary to satisfy such debt, due, or demand, shall and may be levied and seized by process of execution in the same suit in which such debt, due or demand may be recovered against said Corporation."

Ordered, That this Bill, as amended by the Legislative Council, stand for a third reading on Monday next.

The Joint Address of the Honorable the Legislative Council and this House, to Her Majesty the Queen, upon the subject of Reciprocity in Trade and Registry of Ships, was read as engrossed, and is as follows:—

To the Queen's Most Excellent Majesty.

The Humble and Dutiful Address of the Legislative Council and House of Assembly of the Province of New Brunswick, in General Assembly convened.

MAY IT PLEASE YOUR MAJESTY,

We, the Legislative Council and House of Assembly of Your Majesty's Province of New Brunswick, beg leave to approach the Throne with sentiments of attachment and fidelity to Your Majesty's Person and Government. We desire to represent to Your Majesty the depressed state of the Colonial Shipping interests, and to implore that Your Majesty may be pleased to extend to that National interest, such relief as

Your

Your Majesty is enabled by Statute to afford it, either through the exercise of those powers which are vested in the Crown, for the purpose of meeting the case which we beg most earnestly and respectfully to bring under the consideration of Your most gracious Majesty, or in such manner as may attain the desired end.

By the repeal of the Navigation Laws in 1850, the Ships of all Foreign Nations were admitted without restriction into every branch of the British carrying trade, excepting the Coasting Trade; and in 1854 that exception being also removed, the British Ship-owner has been from that period exposed to all the evil consequences of unequal competition with the Shipping of most Foreign States. In this Colony, the grievance of which we complain has been most severely felt. Your Majesty's subjects in New Brunswick are essentially a Ship-building and Ship-owning people: Capital to a large amount is invested in the Trade; and it has hitherto afforded to our Mechanics and labouring population a remunerative employment, and to our Farmers a ready market for agricultural productions. We do not hesitate to assure Your Majesty, that in its success is to a great extent involved the prosperity of this portion of Your Majesty's Dominions.

We would most respectfully state that we are far from desiring any alteration in the general Commercial policy of the Empire, and believe that the great changes which were made in 1849, which however have aggravated, and in a measure created, many of the difficulties under which Colonial Ship-builders and Ship-owners now labour, were made in the expectation that the policy, as well as the justice of Foreign Nations, would immediately suggest a reciprocity of those advantages which they derive from British generosity, sharing in all the benefits of her extended Commerce. But, may it please Your Majesty, these hopes have not been realized, and we now find that although Foreign Ships enjoy the right of Registry in our Ports, and the privilege of our carrying trade, and with regard to Shipping dues, and local duties and charges connected with the carrying trade, are placed on the same footing as our own Vessels, similar privileges have not been extended to the Ships of Your Majesty's faithful Subjects in most of those Countries whose Trade is of great importance to our Shipping interests. We respectfully say, that British navigation is in many cases impeded by restrictions and regulations almost amounting to prohibition, totally inconsistent with that liberal spirit of reciprocity from which emanated the repeal of the British Navigation Laws, thus compelling the Colonial Ship-owner to contend upon unequal terms with Foreign Nations, whose Mercantile Marine may be truly said to enjoy a bounty which is denied to Your Majesty's Subjects. The Imperial Act which made those concessions to Foreign Nations, also provided a remedy for the difficulties under which we now labour, by investing Your Majesty with the wholesome and most equitable powers, by Order in Council, of placing the Ships of non-reciprocating Countries on as nearly as possible the same footing in British Ports as that in which British Ships are placed in the Ports of such non-reciprocating Countries.

We trust Your Majesty may be graciously pleased to adopt such measures in relation to this subject, as will enforce from those Countries that true reciprocity which they have hitherto refused, and induce them to concede to British Ships privileges similar to those which they now enjoy from British liberality. While thus earnestly soliciting Your most gracious Majesty to adopt this course, we wish distinctly to disclaim any intention of connecting this our prayer with any system of disputed Commercial policy. What we now seek is an act of justice, and we believe that an interest so important to the welfare of a Province, second to none in loyalty and attachment to Your Majesty's august House, will receive that consideration at the hands of Your Majesty, which you have ever evinced toward the people of this Colony.

WILLIAM BLACK, *President Legislative Council.*

J. M. JOHNSON, JR., *Speaker of the Assembly.*

The Address was then delivered to the Joint Committee of the Council and Assembly, to wait upon His Excellency the Lieutenant Governor therewith, and request that His Excellency will be pleased to transmit the same.

On motion of Mr. Tibbits,

The House again went into Committee of the whole on—A Bill to repeal an Act intituled "An Act to alter and amend an Act to authorize the construction of Railways in this Province."
Mr.

Mr. Scovil in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, the following Resolution was moved:—

Resolved, That the further consideration of the said Bill be postponed for three months.

And upon the question, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. End,	Mr. Gray,	Mr. Tapley,
Hon. Mr. Tilley,	M ^c Clelan,	Williston,	DesBrisay,
Hon. Mr. Fisher,	M ^c Millan,	Lewis,	M ^c Intosh,
Hon. Mr. Watters,	M ^c Adam,	Mitchell,	Wilmot,
Hon. Mr. Brown,	W. E. Perley,	Steadman,	Vail,
Hon. Mr. Smith,	M ^c Leod,	Lawrence,	Hanington,
Mr. Kerr,	Wright,	Botsford,	Cudlip,
Read,		Allen,	C. Perley,
		M ^c Phelim,	Tibbits,
		Macpherson,	Chandler.
		Montgomery,	

Whereupon it was decided in the negative.

That the Committee then proceeding in the consideration of the Bill—

It was moved—That the Committee report progress thereon, and ask for leave to sit again.

Upon this question, the Committee again divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. M ^c Clelan,	Mr. Gray,	Mr. M ^c Intosh,
Hon. Mr. Tilley,	M ^c Millan,	Mitchell,	Wilmot,
Hon. Mr. Fisher,	Steadman,	Botsford,	Vail,
Hon. Mr. Watters,	Lawrence,	Allen,	Hanington,
Hon. Mr. Brown,	W. E. Perley,	M ^c Phelim,	Cudlip,
Hon. Mr. Connell,	Tapley,	Macpherson,	Tibbits.
Hon. Mr. Smith,	DesBrisay,	Montgomery,	
Mr. Kerr,	M ^c Leod,		
Read,	Wright,		
Williston,	C. Perley,		
End,	Gilbert.		
Lewis,			

And it was thereupon carried in the affirmative.

Ordered, That the Report be accepted and leave granted.

Mr. Mitchell, from the Joint Committee of the Honorable the Legislative Council and this House, to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Majesty the Queen, on the subject of Reciprocity in Trade, and Registry of Ships in Foreign Countries, and request that His Excellency would be pleased to transmit the same, reported—That the Committees had met and attended thereto, and His Excellency was pleased to reply—"The Lieutenant Governor will forthwith transmit to the Secretary of State, for presentation to Her Majesty, this Joint Address of the Legislative Council and House of Assembly."

Mr. Mitchell, also from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of this House of the 8th day of April instant, praying that His Excellency would be pleased to correspond with the Executive Governments of Canada, Nova Scotia, and Prince Edward Island, upon the subject of the Navigation Laws, and the right of Registry of British Vessels in Foreign Countries, as set forth in the Joint Address of the Legislative Council and Assembly of this Province to Her Majesty, with a view of obtaining the co-operation of those Governments in the matters urged upon the consideration of Her Majesty's Government by that Address, reported—That they had attended thereto, and His Excellency was pleased to say—That he would consult His Council with respect to the Address.

Mr. M^cPhelim, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of the 8th day of April instant, praying that copies of any Petitions, Warrants, or other Documents, relative to a

claim of the late James M'Gowan for his services in taking charge of the Hospital and Sick at Partridge Island, may be laid before the House, reported—That they had attended thereto, and His Excellency was pleased to say—That he would give directions that the Documents desired by the House of Assembly should be furnished.

Mr. M'Phelim, also from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of this day, praying that copies of Petitions from George Wallace, as also of other Documents connected therewith, in reference to the loss of a Letter enclosing money alleged to have been sent through the Post Office, and which had been submitted to the Executive Government, may be laid before the House, reported—That they had attended thereto, and His Excellency was pleased to say—That he would comply with the wishes of the House.

Mr. M'Leod, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of the 7th day of April instant, for copies of certain Petitions to be laid before the House, in reference to the Railway Station at Sussex Vale, reported—That they had attended thereto, and His Excellency was pleased to say—That he would give directions that the information desired should be furnished.

On motion of the Honorable Mr. Fisher,

That the House do now, in pursuance of the order of yesterday, again go into Committee of the whole on—A Bill to suspend the Grant to King's College, so far as relates to the sum of eleven hundred pounds, paid out of the Revenues of this Province, and not included in the Civil List; and resume the consideration of that substituted in place thereof when in Committee on the 5th day of April instant, intitled "A Bill relating to King's College."

To which Mr. Tibbits moved the previous question—That the question upon the original motion for going into Committee on this Bill be now put.

And upon the question, the House divided—

YEAS 23.

NAYS 7.

Whereupon it was carried in the affirmative; and

The question being then taken upon the original motion, to go into Committee on the Bill, when the House again divided—

YEAS 26.

NAYS 4.

And so this being carried in the affirmative—

The House accordingly resolved itself into Committee of the whole in further consideration thereof.

Mr. Tapley in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill again before them, and proceeding therein to the third paragraph of the eighth Section thereof; when

It was moved, as an amendment, to add as follows:—

"That no pensions or retiring allowances, or sum of money in lieu thereof, shall be made or given to any person whatsoever under the authority of this Act."

Upon the question for adopting the amendment, the Committee divided as follows:—

YEAS.

NAYS.

Hon. Mr. Speaker,
Hon. Mr. Brown,
Hon. Mr. Connell,
Hon. Mr. Smith,
Mr. Lewis,
M'Clelan,
M'Millan,
Mitchell,
Steadman,
Botsford,

Mr. M'Adam,
W. E. Perley,
Hanington,
M'Leod,
Gillmor,
Wright,
Cudlip,
C. Perley,
Tibbits.

Hon. Mr. Tilley,
Hon. Mr. Fisher,
Hon. Mr. Watters,
Mr. Kerr,
Read,
Gray,
Williston,
End,
Lawrence,
Allen,

Mr. M'Phelim,
Macpherson,
Montgomery,
M'Intosh,
Scovil,
Wilmot,
Vail,
Chandler,
Gilbert.

And the division being equal, the Chairman decided in the affirmative.

That

That the Committee then proceeding in the consideration of the said eighth Section to the fifth paragraph thereof; when

A motion was made—To report progress, and ask for leave to sit again.

And upon this question, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Brown,	Mr. M'Leod,	Hon. Mr. Tilley,	Mr. M'Phelim,
Hon. Mr. Connell,	Gillmor,	Hon. Mr. Fisher,	Macpherson,
Hon. Mr. Smith,	Wright,	Hon. Mr. Watters,	W. E. Perley,
Mr. Lewis,	Cudlip,	Mr. Kerr,	Montgomery,
M'Millan,	C. Perley,	Read,	DesBrisay,
Mitchell,	Tibbits.	Gray,	M'Intosh,
M'Adam,		Williston,	Scovil,
		End,	Wilmot,
		M'Clelan,	Vail,
		Steadman,	Hanington,
		Lawrence,	Chandler,
		Botsford,	Gilbert.
		Allen,	

Whereupon it was decided in the negative.

It was then moved—That the question on the amendment just carried—That no pension or retiring allowance be made or given to any person under the authority of the Act, be reconsidered.

And upon this question, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Tilley,	Mr. M'Phelim,	Hon. Mr. Speaker,	Mr. M'Adam,
Hon. Mr. Fisher,	Macpherson,	Hon. Mr. Brown,	W. E. Perley,
Hon. Mr. Watters,	Montgomery,	Hon. Mr. Connell,	Hanington,
Mr. Kerr,	DesBrisay,	Hon. Mr. Smith,	M'Leod,
Read,	M'Intosh,	Mr. Lewis,	Gillmor,
Gray,	Scovil,	M'Clelan,	Wright,
Williston,	Wilmot,	M'Millan,	Cudlip,
End,	Vail,	Mitchell,	C. Perley,
Lawrence,	Chandler,	Steadman,	Tibbits.
Allen,	Gilbert.	Botsford,	

Whereupon it was carried in the affirmative.

That the Committee then made further progress in the Bill, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted, and that the House do on Monday next, at the hour of twelve o'clock, again go into Committee of the whole in further consideration of the said Bill.

The Honorable Mr. Tilley moved for leave to bring in—A Bill to continue and amend the Acts relating to Steam Navigation in this Province.

Leave granted.

The said Bill being brought in was read a first and second times.

The House adjourned until Monday morning next at 9 o'clock.

Monday, 11th April, 1859.

Prayers.

According to the Order of yesterday, the amendment made by the Legislative Council to—The Bill to incorporate the Caledonia Asphaltic Mining and Manufacturing Company,—was read a third time.

And upon the question that the House do concur therein, it was decided in the negative.

Mr. Steadman moved for leave to bring in—A Bill to incorporate the Caledonia Mining and Manufacturing Company.

Leave granted.

The said Bill being brought in was read a first and second times.

On motion of Mr. End,

Resolved, That a Committee be appointed with power to make arrangements during the recess, for reporting and publishing the Debates of this House at the next Session, upon such terms and in such manner as they may deem advisable; and that this House will ratify any arrangement which may be so made, and make provision for the expense of Reporting and Publishing, provided the same do not exceed the sum of five hundred pounds.

To which the Honorable Mr. Watters moved as an amendment—To insert after the words "Debates of this House," the words "In the English and French languages."

Upon the question for the amendment, the House divided as follows:—

YEAS.		NAYS.	
Mr. Read, Williston, End, Steadman,	Mr. Botsford, M ^c Phelim, DesBrisay, Hanington.	Mr. Kerr, Lewis, M ^c Clelan, Allen, Macpherson, W. E. Perley, Tapley, M ^c Intosh,	Mr. Scovil, Vail, M ^c Leod, Wright, Cudlip, C. Perley, Chandler, Gilbert.

Whereupon it was decided in the negative.

The question was then taken upon the original Resolution, when the House again divided as follows:—

YEAS.		NAYS.	
Mr. End, Lewis, M ^c Clelan, Mitchell, Steadman, Botsford,	Mr. W. E. Perley, Tapley, Hanington, Cudlip, Chandler.	Mr. Kerr, Read, Williston, Allen, M ^c Phelim, Macpherson, DesBrisay, M ^c Intosh,	Mr. Scovil, Wilmot, Vail, M ^c Leod, Wright, C. Perley, Gilbert.

And this was also decided in the negative.

On motion of Mr. Scovil,

The House went into Committee of the whole on—A Bill to amend an Act intituled "An Act relating to Highways."

Mr. M^cClelan in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Steadman,

The House went into Committee of the whole on—A Bill to incorporate the Caledonia Mining and Manufacturing Company.

Mr. Hanington in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, the following Resolution was moved:—

Resolved, That the further consideration of this Bill be postponed for three months.

And upon the question, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Speaker, Mr. Williston, Allen, M ^c Phelim,	Mr. Wright, Cudlip, Gilbert.	Mr. Lewis, M ^c Clelan, M ^c Millan, Steadman, Lawrence, Botsford, W. E. Perley,	Mr. Tapley, DesBrisay, Scovil, Vail, Gillmor, C. Perley.

Whereupon it was decided in the negative.

That the Committee having gone through the several Sections of the Bill, had agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On

On motion of Mr. Allen,

The House went into Committee of the whole on—A Bill to amend Chapter 113, Title xxx, of the Revised Statutes, “Of Judgments, Executions, and Proceedings thereon.”

Mr. Vail in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had passed the following Resolution:—

Resolved, That the further consideration of this Bill be postponed for three months.

Ordered, That the Report be accepted, and the consideration of the Bill accordingly postponed.

On motion of Mr. Chandler,

The House went into Committee of the whole on—A Bill sent down from the Legislative Council, intituled “An Act to declare the Law relating to sales of Lands under Executions.”

The Honorable Mr. Tilley in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

On motion of Mr. Williston,

The House went into Committee of the whole on—A Bill sent down from the Legislative Council, intituled “An Act to amend Chapter 107, Title xxviii, of the Revised Statutes, ‘Of the Church of England.’”

Mr. Steadman in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred them under their consideration, had passed the following Resolution:—

Resolved, That the further consideration of this Bill be postponed for three months.

Ordered, That the Report be accepted, and the consideration of the Bill accordingly postponed.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Returns from Controller of Customs and Navigation Laws at the Port of Saint John, for the year 1858:—

Accounts of Imports and Exports for the year 1858:

Returns of Vessels entered and cleared at the several Ports, for the same period:

Return of Vessels registered during the year:

Return shewing Vessels now building: and

Abstract of Shipping owned in the Province on the 31st December, 1858.

(See Appendix.)

The Honorable Mr. Tilley, also by command of His Excellency, laid before the House—

Petition of Anne M'Gowan, Widow of the late James M'Gowan, deceased, in reference to the claim of her late Husband for services at the Hospital on Partridge Island in the year 1849, accompanied by a memorandum from the Secretary's Office in reference thereto; the same being furnished under an Address of the House.

On motion of the Honorable Mr. Fisher,

The House again went into Committee of the whole on—A Bill to suspend the Grant to King's College, so far as relates to the sum of eleven hundred pounds paid out of the Revenues of this Province, and not included in the Civil List—and resumed the consideration of that substituted in amendment thereof when in Committee on the fifth day of April instant, intituled “A Bill relating to King's College.”

Mr. W. E. Perley in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill before them, the fifth paragraph of the eighth Section thereof was under consideration, and which is as follows:—

“5. To appoint and remove, from time to time, subject to the approval of the Governor in Council, the Professors, Tutors, Lecturers, and Instructors, and all other Officers and Servants of the University, and the Masters, Teachers, and Servants of the Collegiate School, and to prescribe their duties and fix their remuneration; provided that all appointments in King’s College and School shall remain until revoked or altered under the provisions of this Act.”

To which an amendment was moved—To expunge after the word “remuneration,” the words “provided that all appointments in King’s College, and School, shall remain until revoked or altered under the provisions of this Act.”

And upon the question for the amendment, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. M’Leod,	Hon. Mr. Tilley,	Mr. Allen,
Hon. Mr. Connell,	Wright,	Hon. Mr. Fisher,	Macpherson,
Hon. Mr. Smith,	Cudlip,	Hon. Mr. Brown,	Montgomery,
Mr. Lewis,	C. Perley.	Mr. Kerr,	DesBrisay,
M’Adam,		Read,	M’Intosh,
		Gray,	Scovil,
		Williston,	Wilmot,
		End,	Chandler,
		Lawrence,	Gilbert.

Whereupon it was decided in the negative; and

The question being taken upon the paragraph under consideration, it was agreed to.

That the Committee then proceeding further in the Bill, the following amendment was moved to be inserted:—

“That no pension, or retiring allowance, or sum of money in lieu thereof, shall be made or given to any person whatsoever under the authority of this Act.”

Upon the question for adopting this amendment, the Committee divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Brown,	Mr. M’Adam,	Hon. Mr. Tilley,	Mr. Macpherson,
Hon. Mr. Connell,	Tapley,	Hon. Mr. Fisher,	Montgomery,
Hon. Mr. Smith,	Wilmot,	Hon. Mr. Watters.	DesBrisay,
Mr. Lewis,	Gillmor,	Mr. Kerr,	M’Intosh,
M’Clelan,	Cudlip,	Read,	Scovil,
Mitchell,	C. Perley.	Williston,	Vail,
Steadman,		End,	Wright,
		Lawrence,	Chandler,
		Allen.	Gilbert.
		M’Phelim,	

And it was thereupon decided in the negative.

That the Committee then having gone through the remaining Sections of the Bill, and made amendments thereto, it was moved—

That the Chairman do leave the Chair, and report the Bill agreed to.

Upon this question, the Committee again divided as follows:—

YEAS.		NAYS.	
Hon. Mr. Speaker,	Mr. M’Phelim,	Hon. Mr. Connell,	Mr. Gillmor,
Hon. Mr. Tilley,	Macpherson,	Hon. Mr. Smith,	Wright,
Hon. Mr. Fisher,	Montgomery,	Mr. Lewis,	Cudlip,
Hon. Mr. Watters,	Tapley,	Steadman,	C. Perley.
Hon. Mr. Brown,	DesBrisay,	M’Adam,	
Mr. Kerr,	M’Intosh,		
Read,	Scovil,		
Gray,	Wilmot.		
Williston,	Vail,		
End,	Chandler,		
Lawrence,	Gilbert.		
Allen,			

And it was thereupon carried in the affirmative.

Ordered, That the Report be accepted, and the Bill engrossed as amended.

On motion of Mr. M'Adam,

Resolved, That the House do now go into Committee of the whole on—A Bill to encourage the Fisheries of this Province.

To which Mr. W. E. Perley moved as amendment—To expunge the word "now," and substitute those, "this day three months."

And upon the question, it was carried in the affirmative.

Read a third time as engrossed,

A Bill to incorporate the Caledonia Mining and Manufacturing Company.

Resolved, That the Bill do pass.

Ordered, That Mr. Steadman take the said Bill to the Council, and desire their concurrence thereto.

On motion of the Honorable Mr. Tilley,

The House went into Committee of the whole on—A Bill to continue and amend the Acts relating to Steam Navigation in this Province.

Mr. Vail in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill relating to the levying, assessing, and collecting of Rates in the City of Saint John; and

The Bill in addition to an Act intituled "An Act relating to the Police of the City of Saint John;"

Without making any amendments thereto.

And that the Council had also agreed to—

The amendment sent up by the Assembly to—The Bill intituled "An Act relating to Intestate Estates and the Practice of Probate Courts."

On motion of Mr. End,

Resolved, That the House do now go into Committee of the whole on—A Bill in addition to and in amendment of an Act, intituled "An Act relating to Parish Schools."

To which the Honorable Mr. Tilley moved as an amendment—To expunge the word "now," and substitute those, "this day three months."

Upon the question for the amendment, the House divided as follows:—

YEAS.

Hon. Mr. Tilley,
Hon. Mr. Connell,

Mr. M'Adam,
C. Perley.

NAYS.

Mr. Read,
Williston,
End,
Lewis,
M'Clelan,
Lawrence,
Botsford,
Allen,

Mr. Macpherson,
W. E. Perley,
Tapley,
M'Intosh,
Wilmot,
Wright,
Chandler,
Gilbert.

Whereupon it was decided in the negative; and

The question being then taken upon the original motion, it was carried in the affirmative; and the House went into Committee on the Bill.

Mr. Chandler in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Read

Read a third time as engrossed,

A Bill to amend an Act intituled "An Act relating to Highways."

Resolved, That the Bill do pass.

Ordered, That Mr. Scovil take the said Bill to the Council, and desire their concurrence thereto.

On motion of Mr. Allen,

The House went into Committee of the whole on—A Bill to amend the Revised Statutes, Title vi, "Of Municipalities."

Mr. Gillmor in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made amendments thereto, and then agreed to the same.

Ordered, That the Report be accepted, and the Bill engrossed as amended.

On motion of Mr. Steadman,

That the House proceed to the Order of the Day of the 7th day of April instant, to go into Committee of the whole on—The Report from the Select Committee on Petitions from W. R. M. Burtis, Esquire, and others, relative to appraisement of damages for Lands taken for Railway purposes; which Order was adjourned over to this day by operation of the twenty third Rule of the House.

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Wright in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Report referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Mr. Chandler, from the Committee appointed, on the 5th day of April instant, to take under consideration a Petition from Alice Wilson, of Saint Andrews, in reference to the claim of her late Husband against the Saint Andrews and Quebec Railway Company, submitted their Report; and he having read the same, it was handed in at the Clerk's Table where it was again read, and is as follows:—

"The Committee to whom was referred the Petition of Mrs. Alice Wilson, Widow of the late John Wilson, Esquire, praying a suspension of the issue of Debentures to the New Brunswick Canada and Land Company, until reparation be made to her for Stock owned by the said John Wilson in the Saint Andrews and Quebec Railway Company, report—

"That they have had the subject of the Petition under consideration, and find that a Committee of this House was appointed to investigate the whole matter at the last meeting of the Legislature: That they investigated the matter, examined witnesses, and made a Report to this House bearing date the 31st March last.

"The Committee have had no additional information before them, and they concur in the recommendation contained in that Report, viz:—That the Petition be referred to the Executive Government to examine into the matter, and ascertain the relative rights of the Petitioner and the New Brunswick and Canada Railway Land Company, and grant the Petitioner such redress as the Executive Government may deem her entitled to."

JAMES W. CHANDLER,
M. M'LEOD,
GEORGE KERR.

Committee Room, 11th April, 1859.

Ordered, That the Report be accepted.

Mr. Mitchell, from the Committee appointed to take into consideration the Contingent expenses of this House, submits their Report; and he having read the same, handed it in at the Clerk's Table, where it was again read, and is as follows:—

"The Committee appointed to take into consideration the Contingencies of this House, beg leave to submit this their further Report upon the matters which have come under their consideration:—

"The

"The Committee beg leave to recommend that the sum of £200 appropriated for Reporting the proceedings of this House, be divided as follows, viz:—

"To Samuel Watts, John Edgar, John G. Lorimer, George E. Fenety, William A. Moore, and John H. Hay, each, the sum of £31 13 4; and to Thomas Hill, who reported only for a short time, the sum of £10.

"The Committee beg also to recommend that the Proprietors of the following Newspapers who have furnished in their several Papers copies of the proceedings of the Legislature, to each of the Members during the Session, receive the sum of £5 each, viz. Woodstock Journal, Carleton Sentinel, Reporter, Colonial Presbyterian, Westmorland Times, Saint Croix Herald, Gleaner, and Investigator; in all, the sum of £40.

"The following Papers were ordered for the use of the Members in the Speaker's Room during the past Session, and the Bills for the same have not been received, and your Committee would respectfully recommend that the Provincial Secretary be directed by this House to obtain and liquidate the accounts for the same, viz. the Canada, Nova Scotia, and New Brunswick Papers, a list of which is hereunto annexed.

"The Committee find it difficult to ascertain the correctness of Accounts for Contingencies got for this House, as well during the Recess as the Session, for want of a proper system; and they would respectfully recommend, that in future the Clerk be required to certify the correctness of Accounts in his department, and all items thereof connected with the House shall be certified by the Sergeant at Arms; and that in future no Contingencies be recognized that are not incurred under the direction and supervision of these Officers.

"This Committee find that, notwithstanding the efforts of this House to adopt some system that will lessen the amount of the Stationery Account, it is far beyond what, in the opinion of your Committee, it ought to be, amounting to the enormous sum of £404 5 10, and is composed as follows:—

Stationery for Members, (Miller,)	£30	3	6	
Do. do. from Clerk,	28	18	8	
Do. do. (Beverly,)	1	16	0	
				£60 18 2
Do. 7 Reporters, 25s. each,				8 15 0
Binding Journals, (Miller,)	£84	10	0	
Journal Covers, (Beverly,)	2	5	0	
				86 15 0
Stationery got by Clerk of House,				274 16 4
				<u>£431 4 6</u>

"The Committee have annexed a list of the sums received by the several Members, as well as the Account of Stationery handed in by the Clerk, the latter of which seems, in the opinion of this Committee, to be far beyond what it ought to be.

"The Committee recommend, that in order to bring the Stationery Bill within reasonable bounds, that for the future the Clerk of this House be required to furnish the Stationery necessary for the use of his Staff and of Committees, for such service we recommend that he should receive the sum of £75 in full; and that the Members each receive, in lieu of Stationery, the sum of 30s., and that in future the House neither recognize nor pay any thing beyond those amounts for Stationery connected with the House either during setting or vacation.

"The Committee observe that of the amount set down for Stationery for the Clerk, that the sum of £27 10s. is charged during the vacation in the Stationery Account of Mr. R. Miller, and which system your Committee cannot approve of: The Committee feel much dissatisfaction with the extravagance displayed in this Account, and have only recommended its being paid in the belief that the House will adopt the suggestion of this Committee, and from a desire to leave no claims open for future discussion or consideration, and in the hope that the Clerk of the House will confine himself strictly to the system recommended in this Report in reference to future contingencies.

"The Committee beg leave to recommend the following Accounts for Contingencies, &c. for the House, to be paid, viz:—

1. George A. Perley,	£7	8	1
2. James Moore,	7	18	9
3. Fredericton Telegraph Office,	21	19	7
4. R. B. Frost, Telegraphing for Papers,	0	6	3
5. Fredericton Gas Light Company, Gas for one year to April 8, 1859,	£18	10	0
Gas Fittings to date,	2	19	2
			<hr/>
			21 9 2
6. Gunnison & Co., Express,	0	13	2
7. Thomas Aitken, Files for Journals,	1	17	4
8. George E. Fenety, Advertising for Tenders for Debates in 1857,	1	6	0
9. James Woodrow, in full for Reporting to date,	7	10	0
10. Speaker's Contingencies—J. Thomas. 16s. 6d., Magee Brothers, 4s. 6d.			
11. George R. Atherton, extra Coach hire to Government House,	8	10	0
12. John M'Donald,	1	3	6
13. H. Chubb & Co.	2	1	3
14. George Pattison & Co., Sundries,	2	7	6
15. Alexander M'Pherson, cleaning and repairing Clock one year,	2	0	0
16. Charles S. Beverly, Stationery,	4	14	6
17. S. R. Miller, Stationery,	398	15	5
18. J. A. Pierce & Son, Publishing, &c.	1	4	9
19. John H. Hay, Paper for two years, Library, ...	1	0	0
20. Charles Turner, for extra service,	5	0	0
21. Wm. Atherton, do. ...	5	0	0
22. John Farris, (Boston) Boston and New York Papers,	5	10	0
Howard Segee, extra services,	5	0	0
Miss Wilson, folding Journals,	2	10	0
Mrs. Boon, do.	2	10	0
Thos. Williams, extra service during Session, and attending to Mails,	10	0	0
Thomas Paisley, do. do.	2	10	0
William Parker, do. do.	2	10	0
Daniel Elliott, sundries,	0	9	9
R. H. Payne, Repairs, Painting, &c. in Rooms,	10	0	4
James Nesbit, for sundries,	3	19	3
Daniel O'Brien, in full for work to date,	10	0	0
Thomas Stewart, Hardware, &c.	0	13	3
			<hr/>
			£557 17 10
"The following added by Order of the House and the Speaker:—			
Joseph Peters, extra Sleigh hire,	5	0	0
M. A. Paisley, Crape, &c.	1	12	8
John M'Donald,	1	5	0
S. R. Miller, Stationery to Members after his Account was handed in,	5	4	3
John Thomas and Magee Brothers, omitted to be carried out,	1	1	0
			<hr/>
			£572 0 9

"The Committee find that Members have received Stationery during the present Session, as per following List, which the Province will be obliged to pay for, and accordingly recommend:—

Name.	From Clerk of Assembly.	From S. R. Miller.	From C. Beverly.	Total received.
Charles Macpherson,	£0 0 0	£0 0 0	£0 0 0	£0 0 0
John M'Intosh,	0 5 1	0 0 0	0 13 0	0 18 1
John C. Allen,	0 10 8½	0 0 0	0 0 0	0 10 8½
Charles Fisher,	0 11 1	0 0 0	0 0 0	0 11 1
Richard Wright,	0 2 4	0 0 0	0 0 0	0 2 4
J. W. Cudlip,	0 0 0	0 0 0	0 0 0	0 0 0
R. D. Wilmot,	0 8 4	0 8 0	0 0 0	0 16 4
John H. Gray,	0 4 4	2 10 9	0 0 0	2 15 1
S. L. Tilley,	0 0 0	0 0 0	0 0 0	0 0 0
J. W. Lawrence,	0 18 10	0 0 0	0 0 0	0 18 10
A. H. Gillmore,	0 8 5	0 0 0	0 0 0	0 8 5
John M'Adam,	0 0 0	0 18 0	0 0 0	0 18 0
James Brown,	0 0 0	0 0 0	0 0 0	0 0 0
J. W. Chandler,	1 6 0	0 17 0	0 0 0	2 3 0
W. E. Perley,	1 6 7½	0 0 0	0 0 0	1 6 7½
David Tapley,	0 16 0½	0 0 0	0 0 0	0 16 0½
George Kerr,	0 17 5	0 0 0	0 0 0	0 17 5
Peter Mitchell,	0 0 0	0 0 0	0 0 0	0 0 0
J. M. Johnson,	0 9 10½	0 19 10	0 0 0	1 9 8½
Edward Williston,	0 18 6½	0 17 9	0 0 0	1 16 3½
P. M'Phelim,	0 8 8½	2 7 9	0 0 0	2 16 5½
L. P. W. DesBrisay,	1 1 3	0 0 0	0 0 0	1 1 3
A. J. Smith,	0 1 3	0 0 0	0 0 0	0 1 3
James Steadman,	0 7 8½	1 1 0	0 0 0	1 8 8½
Daniel Hanington,	1 11 5	1 17 0	0 0 0	3 12 5
Bliss Botsford,	0 13 3½	0 0 0	0 0 0	0 13 3½
Joseph Read,	1 0 0	1 10 0	0 0 0	2 10 0
William End,	4 10 0	2 5 1	1 3 0	7 18 1
John M'Millan,	0 16 3	1 13 4	0 0 0	2 9 7
John Montgomery,	0 7 6	2 0 0	0 0 0	2 7 6
A. R. M'Clellan,	0 9 5	0 17 4	0 0 0	1 6 9
John Lewis,	0 3 11	1 2 3	0 0 0	1 6 2
Charles Connell,	0 2 11	0 0 0	0 0 0	0 2 11
Charles Perley,	0 8 5½	0 0 0	0 0 0	0 8 5½
Edwin A. Vail,	0 10 11	0 4 0	0 0 0	0 14 11
W. B. Scovil,	0 16 4	0 12 6	0 0 0	1 8 10
Matthew M'Leod,	0 0 0	2 0 0	0 0 0	2 0 0
S. H. Gilbert,	2 0 2	1 2 6	0 0 0	3 2 8
John Ferris,	0 14 5½	1 0 0	0 0 0	1 14 5½
James Tibbits,	3 0 7½	2 14 6	0 0 0	5 15 1½
Charles Watters,	0 6 4½	1 5 0	0 0 0	1 11 4½

£60 18 2

"All which is respectfully submitted."

P. MITCHELL,
B. BOTSFORD,
J. W. LAWRENCE,
JOHN M'ADAM,
WILLIAM END.

Committee Room, 11th April, 1859.

Ordered, That the Report be accepted.

On motion of Mr. M'Clelan,

Whereas the expenses connected with the Public Departments and the administration of the affairs of this Province are beyond the necessities and requirements of the Public Service: And whereas, in the present financial affairs, occasioned by the prosecution of the Public Works, and taking into consideration the existing tariff and population, it becomes necessary that every legitimate means should be adopted to curtail such expenses, and bring the same within the capabilities of this Province; whereupon

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased, during the recess, to take such steps and adopt such measures, by and with the advice of His Executive Council, as will cause an investigation of the Public Departments and administration of affairs, with a view to greater economy, commensurate with the position of the Province and exigency of the Public Service, and cause the same to be laid before the Legislature at its next meeting.

Ordered, That Mr. M'Clelan, Mr. Gillmor, and Mr. Scovil, be a Committee to wait upon His Excellency with the Address.

The House adjourned until to-morrow morning at 9 o'clock.

Tuesday, 12th April, 1859.

Prayers.

Read a third time as engrossed,

A Bill to amend the Revised Statutes, Title vi, "Of Municipalities."

Resolved, That the Bill do pass.

Ordered, That Mr. Lawrence take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to continue and amend the Act relating to Steam Navigation in this Province.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Tilley take the said Bill to the Council, and desire their concurrence thereto.

Read a third time as engrossed,

A Bill relating to the University of New Brunswick.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Fisher take the said Bill to the Council, and desire their concurrence thereto.

Mr. Gray, from the Select Committee to whom was referred the various Reports and Documents relating to the European and North American Railway, communicated to the House by command of His Excellency the Lieutenant Governor, submitted their Report; and he having read the same, it was handed in at the Clerk's Table, where it was again read, and is as follows:—

"The Committee appointed on the 28th day of February last, to examine and report upon the Reports and documents relative to the European and North American Railway Works, laid before the House by Message from His Excellency the Lieutenant Governor, report—

"That having, as far as was in their power, examined the Reports and documents submitted to them, they proceeded on the 17th March last, (that being the earliest day on which the Chief Commissioner of Railways with the Chief Engineer could attend,) to the examination of the several witnesses who had been summoned before them, and have continued without intermission from that day to the 9th instant inclusive, examining such witnesses and taking evidence: That in anticipation of the immediate prorogation of the Legislature, the Committee closed their examinations on the 9th instant, leaving their investigations incomplete.

"They would state, however, that there is in the mode of keeping the Books a marked improvement. The system now adopted is very similar to that in use on the Grand Trunk in Canada, and is apparently calculated at all times to afford ready and correct

correct information of the Receipts and Expenditures connected with the Railway in every department and under all circumstances.

"That it is established by the evidence before them, that the whole Road from Saint John to Shediac, assuming the remaining portions thereof to be completed in as efficient a manner as are those now completed, will be a first class Road, of superior description, well and solidly built.

"That the cause of the apparent discrepancies between the Accounts of the Commissioners, the Chief Engineer, and the Auditor General's Report thereupon, has been satisfactorily explained, and that such discrepancies are not likely to recur again.

"That according to the evidence before this Committee, there is no ground whatever for imputing fraud or malpractice with the public moneys, either to the former or present Commissioners, and that both Boards have to the best of their knowledge endeavoured to act judiciously and prudently in the management of the important interests entrusted to their care.

"In page 12 of the Report of the Commissioners there will be found,—'Statement shewing the actual cost of construction, grading roadway, &c. of Station grounds, from Mill Street to Gilbert's Lane, Saint John, to 30th April 1857: Labour of grading, masonry, pile driving, &c. paid Walker, Brookfield & Myers, £4,191 18 8.' The testimony of the Chief Commissioner before your Committee, on the same subject, was—That there was a direct loss on the grade at Gilbert's Lane of £4,100, and that the work that was done between Gilbert's Lane and Mill Street amounted to £4,000, and the greater portion had to be abandoned, and that for this loss the Government in 1856 and 1857, of which the Chairman of this Committee was a member, was responsible.

"The testimony of Mr. Light in reference to the same work, is as follows:—

"I do not consider the £4,191 at all extravagant for the work done between Gilbert's Lane and the Mill Pond;—It is a heavy division of the Road, and that expenditure was all necessary to ultimate completion of the Road, some part temporary and some part final;—the whole cost of the work done during the Winter of 1856 and 1857, between Gilbert's Lane and the Mill Pond, including £344 of permanent sleepers, as per contract exhibited to House of Assembly in 1857, was £2,530;—The portion of that I conceive to be permanent, including the pile-bridge into the Mill Pond which is necessary for a freight track, is £1,679, leaving for temporary purposes £851;—and in my opinion then and now that temporary expenditure was justified for the final purposes and objects of the work; had that expenditure not been made there would have been no dividends.'

"That owing to the short period of time at their command, and the voluminous and conflicting character of the evidence, it is impossible for the Committee to determine whether, taking the whole line into consideration, the Road might or might not have been built cheaper, or whether one less expensive would not have been more in accordance with the wants and necessities of the country.

"That the Committee have had no opportunity of enquiring into the prudence or economy of management, or of the probable returns of traffic, and therefore abstain from expressing any opinion on those and other points, to which, had further time been at their command, it would have been their duty to have turned their attention.

"The Committee, considering the immense expenditure under the control of the Chief Commissioner—his also being the head of one of the most important departments in the public service;—in view of the time occupied each Session by large Committees of the Legislature with the affairs of this department, and in furtherance of the public interests, would also recommend that the Chief Commissioner, or some Member of the Railway Board, should be a Member of the Executive Council, and hold a Seat in the Legislature; and that the necessary legislation to accomplish that object be forthwith adopted.

J. H. GRAY,
E. A. VAIL,
JOHN MADAM,
P. MITCHELL,
DAVID TAPLEY,
B. BOTSFORD,
JOHN M'MILLAN.

"Committee Room, 11th April, 1859."

Ordered, That the Report be accepted; and

On motion of Mr. Gray,

Resolved, That in the opinion of this House, the Minutes of Evidence now laid before this House, taken before the Committee appointed on the 28th day of February last, to take into consideration the Reports and Documents relative to the European and North American Railway Works laid before the House by Message of His Excellency the Lieutenant Governor, be forthwith printed and published for general information and for future reference; and further

Resolved, That the Clerk of this House be instructed to include the same in the Appendix to the Journals of the present Session; and further

Resolved, That the Chairman of the Committee, and Mr. Tapley, a member of the said Committee, be instructed to carry out this Resolution, and superintend the correctness of the publication.

The Honorable Mr. Tilley, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House, in pursuance of Addresses—

Copies of Petitions from Hugh M'Monagle, Esquire, and others, and Nelson Arnold, Esquire, and others, presented to His Excellency in Council, relative to the Site for Railway Station at Sussex Vale; also

Copy of the Petition of George Wallace, of Richihucto, in the County of Kent, and which was presented to His Excellency in Council, relative to the loss of a Money Letter, alleged to have been sent through the Post Office at Kingston, in the said County, with copies of other Documents in connection therewith.

On motion of Mr. Hanington,

Whereas this House has been informed that the Honorable Charles Simonds, many years a Member of and Speaker of the House, died last night at his residence in Saint John—

Resolved, unanimously, That as a tribute of respect to his memory, the Members of the House wear suitable mourning during the remainder of the Session.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill to incorporate the Caledonia Mining and Manufacturing Company:

The Bill to amend an Act, intituled "An Act relating to Highways:"

The Bill to establish the University of New Brunswick: and

The Bill to continue and amend the Act relating to Steam Navigation in this Province.

The Honorable Mr. Tilley moved for leave to bring in—A Bill to provide a contribution towards the expense of maintaining the Cape Race Light.

Leave granted.

The said Bill being brought in was read a first and second times; and

On motion of the Honorable Mr. Tilley,

The House went into Committee of the whole on the said Bill.

Mr. Cudlip in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee had the Bill referred to them under their consideration, and agreed to the same.

Ordered, That the Report be accepted and the Bill engrossed.

On motion of Mr. Steadman,

The House again went into Committee of the whole on—The Report from the Select Committee submitted to the House on the 7th day of April instant, on the Petitions from W. R. M. Burtis, Esquire, and others, relative to appraisements of damages for Lands taken for Railway purposes.

Mr. Wright in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee proceeding in the consideration of the said Report—

It was moved—That the Chairman do leave the Chair.

And upon the question, the Committee divided—

YEAS 13.

NAYS 15.

Whereupon it was decided in the negative.

That the following was then moved as an amendment to the first paragraph of the said Report, in reference to the claim of Mr. Burtis :—

“Whereas the damages said to have been sustained by Mr. Burtis have arisen since the valuation made by the Appraisers; therefore

“Resolved, As the opinion of the Committee, that Mr. Burtis should have applied to the Commissioners for satisfaction.”

Upon the question for adopting the same, the Committee divided—

YEAS 15.

NAYS 16.

And it was thereupon decided in the negative.

The question was then taken upon the paragraph, when the Committee again divided—

YEAS 12.

NAYS 18.

And this was also decided in the negative.

The following was then moved :—

“Resolved, As the opinion of the Committee, that the House should not adopt the Report.”

Upon the question for adopting this Resolution, the Committee again divided—

YEAS 13.

NAYS 17.

And it was also decided in the negative.

The following was then moved :—

“Resolved, As the opinion of the Committee, that the second Section of the Report be adopted.”

Upon the question for adopting this Resolution, the Committee again divided—

YEAS 7.

NAYS 21.

And it was also decided in the negative.

The following was then moved :—

“Resolved, That the several Sections of the Report, recommending that the Railway Commissioners should provide the necessary crossings as therein set forth, be adopted and acted upon.”

Upon the question for adopting the Resolution, the Committee again divided—

YEAS 12.

NAYS 16.

And it was also decided in the negative.

That the Committee then made further progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave granted.

Mr. Wilmot, from the Committee to whom was referred the subject of the existing Currency of the Province, submitted their Report; and he having read the same, it was handed in at the Clerk's Table, where it was again read, and is as follows :—

“The Committee appointed at the last Session of the Legislature, ‘to investigate the subject of existing Currency, and how far the circulation of the Chartered Banks meet the requirements of the Province, and also what proportion it bears to the value of realized and invested property in the Province,’ have attended to that duty, and beg to submit the following Report :—

“The Committee have investigated the returns of Notes in circulation, made by the several Banking institutions in the Province since 1840, which shew the following results, so far as they can be ascertained from the Returns in the Journals of this House, viz :—

1840,

1840,	£350,000	1847,	£186,618	1853,	£400,000
1841,	351,000	1848,	157,750	1854,	645,000
1842,	110,000	1849,	142,441	1855,	430,000
1843,	72,000	1850,	156,379	1856,	350,000
1844,	80,000	1851,	200,000	1857,	341,000
1845,	225,000	1852,	330,000	1858,	236,000
1846,	249,000				

“No returns have been received from the Bank of British North America shewing the amount of its local circulation in the Province. The amount of Specie held by the Banks, average in the whole about one seventh of the Note circulation. If these returns can be depended upon, they shew a very irregular course of trade, and that the amount of Bank paper in circulation has been subject to sudden and violent fluctuations. Bank statistics in Great Britain and the United States shew that the withdrawal of one pound of the Bank circulation, limits the general transactions of the country to the extent of thirty pounds, consequently the effect of these extreme contractions upon the general business must be extremely disastrous.

“The Committee are of opinion, that it is desirable that, by an Act of the Legislature, each Banking institution should be required to make monthly returns to the Provincial Secretary, of the amount of Capital, Discounts, Deposits, Notes and Bills of other Banks, Specie, and Paper circulation of each respectively, to be published in the Royal Gazette. The mercantile public would then be able to see what was the general action of those Institutions, and in some degree govern themselves accordingly.

“The Committee are of opinion, that under the existing Currency Laws, the Bank circulation must be dependant to a great extent upon the foreign trade; when exports bring high prices the Banks expand their circulation, this expansion makes money more abundant, and consequently creates a more active demand for imported merchandize; if the cost of the imports is not paid for by the sale of exports, the Bank circulation is thrown back upon those institutions for Bills of Exchange, and if Exchange cannot be furnished, Specie is taken to meet the deficiency; thus contraction and expansion becomes periodical and spasmodic, and those branches of domestic industry which should not be so entirely dependant upon the state of the foreign trade, are almost equally depressed by the limited state of the Bank circulation.

“From the want of any reliable statistics, or any regular system in valuing property for local taxation, the Committee cannot arrive at correct information relative to the amount of realized and invested property in the Province. The amount of real and personal estate in the City of Saint John (exclusive of Carleton) assessed last year, was £3,000,000; as the assessment is made there on a system likely to approximate to a fair valuation, and taking the population of the City at 30,000, it gives £100 per head for each inhabitant; and supposing that the population throughout the Province averages £50, or one half that of Saint John, per head, which the Committee believes to be a low estimate, it would give an additional amount of £13,500,000, or a total for the whole Province of £16,500,000. By the last Census returns of 1851, it appears that the value of the staple agricultural productions for 1850, at low prices, amounted to £1,226,518, and the value of the live stock at similar low rates, £1,116,522; these amounts are independent of the value of Timber, Deals, Ships, Fish, and other exports, as well as of every description of domestic manufactures. That the development of the Provincial resources would be greatly stimulated by a well regulated system of Currency is very evident, and those great and sudden expansions and contractions of Bank circulation must be injurious to the trade of the country; when it is too great it causes extravagance and wild speculation, ending in ruinous results; when too limited it paralyzes trade, throws the industrious classes—the creators of wealth—out of employment, and entails misery and want. Value or wealth is created by labour applied to the natural resources of the Province; and the first mode of exchange, without money or other substitute, would be by barter. Money, as a representative or symbol of value, is necessary for the distribution of the surplus products of industry, and much more convenient for the purpose than barter; it is an evidence of services performed, and upon demand can procure the services of others, therefore in its strict and literal sense it is only that which is a legal tender, and which every individual must take for the discharge of debt; under the existing Laws of the land it is coined gold or silver

of a fixed and specific weight and value: Currency, as distinguished from money, is of various kinds, from the Bank Note, payable in gold or silver on demand, to every variety of mercantile or other liability payable at a future time in the current coin of the Realm.

"The quantity of gold and silver within the Province is so limited in amount, that it would not be sufficient to carry on the ordinary business of the country, or develop its extending trade; therefore Paper money, or Bank Notes, payable in gold or silver on demand, is used as a substitute. Hitherto the Banks of the Province under their several Charters, have furnished the amount of Currency set forth at the commencement of this Report; for the Notes issued by them the public have no other security than the joint stock property of the Corporation, with the addition, in some instances, of a further limited liability of the stockholders, which it would require further legislation to make promptly available. Up to this time the public at large have not suffered by the failure of any Bank, but it is a matter of the greatest importance in this young country, for the Legislature to consider whether some mode cannot be adopted in the future issues of Bank Paper, whereby the security to the holders of that description of Currency could be made certain, and whereby the present restricted state of the Bank circulation, compared with the amount of invested capital in the country, could be thrown open to a more legitimate and free action in the business of Banking.

"The Joint Stock Banks of Great Britain, your Committee believe, are formed upon the principle of unlimited liability; this, while it gives ample security to the public, does not provide for the immediate convertibility of the Notes to the holders; and during the recent panic of 1857, the failure of the Western Bank of Scotland and some other Institutions, has produced most ruinous results to the stockholders; those failures in Scotland have been serious exceptions to the long established good management and safety of the Scotch Banking system, which possesses some features that must recommend them to the good opinion of the Committee.

"The system of Cash Credits to a limited amount, with security, and the allowance of Interest on the deposits, would, among a prudent and industrious people, be particularly beneficial, by inducing every available pound note to be deposited in the Bank, to be again loaned out, thereby giving active employment to the circulation.

"The system of Banking in the State of New York under their Free Banking Law, which has also been adopted in Canada, possesses peculiar advantages to the holders of the Bank issues, and gives a guarantee of security that appears to the Committee well worthy of consideration by the Provincial Legislature. Under that Law there is established a Bank Department for the State of New York, with a Superintendent. In his annual Report to the Legislature, dated 31st December 1858, he says—"The speedy return to Specie payments by the Banks of this State, after their suspension during the panic of 1857, time has shewn was a substantial and permanent resumption of their corporate obligations; it exhibits a solidity of capital on the part of the commercial, as well as the producing community, which cannot but be gratifying to every observant citizen of our State; it also publishes evidence of the financial ability with which these Institutions are managed, that will add strength to the confidence of the people of the State in our present Banking system. The suspension and resumption of Specie payment by the Banks of this State in 1857, with the surrounding circumstances, have simply brought out into bold relief the perfection of our Free Bank system in connection with our Currency."

"The principles upon which this system of Banking is established are—that securities shall be lodged with the Superintendent of Banking, who issues to their depositors the Notes which they require for circulation, certified to the public on what description of securities the Notes are issued; these securities consist of Bonds or Debentures of the United States at their par or market value, Bonds or Debentures of the State of New York of similar value, and also the issue of Notes to the extent of two fifths of the value of improved and unencumbered Lands, without taking into consideration the value of the buildings, secured by Bond and Mortgage;—The parties undertaking to carry on Banking under the Law, bind themselves to pay Specie on demand for the Notes so received by them, and in the event of their failing to do so, the holders, in fifteen days, can call upon the Superintendent to realize the securities and redeem the Notes, which he by Law is required to do. This system provides

perfect security to the Note holders, and a prompt mode by the State, under an executive department, of realizing the securities.

"The Committee are of opinion, that a system of Banking might be devised, which would authorize the issue of a circulating medium based upon securities within the Province, that would be undoubtedly safe, but they do not think it should be done by the establishment of a Provincial Bank.

"Banking, like other branches of business, should be left to the enterprize of associations or individuals of sufficient capital; the interference of the State should be to guard the interests of the public from issues not sufficiently secured; at the same time, the Committee think an issue of Exchequer Bills or Provincial Notes for a portion of the annual Revenue, if prudently and gradually issued, would be legitimate, and would be a circulating medium, not materially influenced by the Foreign Exchanges, and the interest on that amount would be saved to the country. The Committee would further recommend that the Executive Government should take measures to establish a Decimal Currency in this Province as soon as practicable."

Respectfully submitted.

R. D. WILMOT, *Chairman*.
GEORGE KERR,
JAS. STEADMAN,
JOHN W. CUDLIP.

Committee Room, 12th April, 1859.

Ordered, That the Report be accepted.

The House adjourned until to-morrow morning at 10 o'clock.

Wednesday, 13th April, 1859.

Prayers.

Read a third time as engrossed,

A Bill to provide a Contribution towards the expense of maintaining the Cape Race Light.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Fisher take the said Bill to the Council, and desire their concurrence thereto.

Mr. M'Clelan, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with an Address of the House of the 11th day of April instant, praying that steps be taken and measures adopted as will cause an investigation into the Public Departments and administration of affairs, with a view to greater economy, commensurate with the position of the Province, and exigency of the Public Service, reported—That they had attended thereto, and His Excellency was pleased to say—That he would consult his Council with respect to the Address.

On motion of Mr. Lawrence,

Resolved, That a Committee be appointed to make arrangements with Messieurs Watts and Edgar, for Reporting the Debates of this House at the next Session, and also to arrange for the Publishing of the same; and

Ordered, That Mr. Lawrence, Mr. End, and Mr. Gillmor, be the Committee for that purpose.

A Message from the Legislative Council.

Mr. Dibblee informed the House that the Council had agreed to—

The Bill to provide a Contribution towards the expense of maintaining the Cape Race Light.

On motion of Mr. Lawrence,

The House went into Committee of the whole on—The Report from the Committee on the Contingencies of the House for the present Session, which was submitted yesterday.

Mr. Gillmor in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The

The Chairman reported, that the Committee having the matters referred to them under their consideration, had passed the two following Resolutions:—

Resolved, That the part of the Report of the Contingent Committee, recommending that the sum of £10 be paid to Thomas Hill for reporting the Debates, be struck out, and that Mr. Hill receive the sum of £20 for this Session of the Legislature:

Resolved, That in future this House will not pay for Messages sent by Members through the Telegraph Office on their own private affairs.

That the Committee then having gone through the Report of the Select Committee, had agreed to the same.

Ordered, That the Report be accepted and adopted by the House.

On motion of Mr. M'Phelim,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to direct that the Petition of George Wallace, relative to the loss of a Letter alleged to have contained money, forwarded through the Post Office, laid before the House on the 12th day of April instant, by command of His Excellency, be referred to the Postmaster General, to investigate and report thereon.

Ordered, That Mr. M'Phelim, Mr. M'Clelan, and Mr. M'Leod, be a Committee to wait upon His Excellency with the Address.

On like motion of Mr. M'Phelim,

Resolved, That the Petition of Anne M'Gowan, with the documents connected therewith, relative to the claim of her late Husband, James M'Gowan, for services at the Hospital on Partridge Island, laid before the House on the 11th day of April instant, by command of His Excellency the Lieutenant Governor, be referred to the Executive Government for their consideration.

On motion of Mr. M'Phelim,

That the House do now go into Committee of the whole on—A Bill to abolish Judges' Fees in the Supreme Court.

And upon the question, the House divided—

YEAS 9.

NAYS 11.

Whereupon it was decided in the negative.

A Message from His Excellency the Lieutenant Governor, by the Gentleman Usher of the Black Rod, requiring the immediate attendance of the House in the Council Chamber.

The House attended, and being returned—

The Honorable Mr. Speaker reported, that he had addressed His Excellency as followeth:—

“ May it please Your Excellency,

“ The Assembly have with great assiduity applied themselves to the business of the Country, and having full confidence in the judicious expenditure of the Public Revenue, now attend Your Excellency with the Bills of Supply, and ‘ A Bill to provide a Contribution towards the expense of maintaining the Cape Race Light,’ passed during the present Session.”

That His Excellency then gave his assent to the following Bills, intituled—

An Act to provide for defraying certain expenses of the Civil Government of the Province:

An Act to provide for the repair and improvement of Roads and Bridges, and other Public Works and Services:

An Act to provide a Contribution towards the expense of the Cape Race Light:

An Act relating to the Boundary Line between the Provinces of New Brunswick and Nova Scotia:

An Act to amend the Act for the encouragement of Agriculture, and to provide for the establishment of a Provincial Board:

An Act relating to the Great Roads:

An

- An Act to amend an Act intituled "An Act relating to Highways:"
- An Act to continue and amend the Acts relating to Steam Navigation in this Province:
- An Act to repeal an Act intituled "An Act to amend the Law for the relief of Insolvent Debtors:"
- An Act to alter and amend Chapter 125, Title xxxiv, of the Revised Statutes, "Of Absconding, Concealed or Absent Debtors:"
- An Act to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a "Medical Council of Health" in the Province of New Brunswick:
- An Act to regulate the time of holding the Circuit Courts in the Counties of Sunbury, Kent, and Saint John:
- An Act relating to the Law of Evidence:
- An Act to modify the Laws relating to Interest and Usury:
- An Act in amendment of Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Actions:"
- An Act to amend Chapter 133, Title xxxiv, of the Revised Statutes, "Of Trespasses on Lands, Private Property, and Lumber:"
- An Act relating to the recovery of damages against the Commissioners of the European and North American Railway in certain cases:
- An Act relating to Intestate Estates and the Practice of Probate Courts:
- An Act to alter the time for holding the Inferior Courts of Common Pleas and General Sessions of the Peace in the Counties of York and Sunbury:
- An Act in amendment of Chapter 137, Title xxxvii, of the Revised Statutes, "Of the jurisdiction of Justices in Civil Suits," so far as relates to the duties of Constables:
- An Act relating to the Law Library:
- An Act to place certain Provincial Buildings under the control of the Board of Works:
- An Act to provide for the support of Lunatics committed to the Provincial Lunatic Asylum:
- An Act relating to an Act intituled "An Act to explain an Act intituled 'An Act to regulate the sale of Spirituous Liquors:'"
- An Act to alter and amend an Act intituled "An Act to encourage the destruction of Bears in this Province:"
- An Act relating to Sick and Disabled Seamen:
- An Act to alter the place for Polling at Elections in the Parish of Brunswick, in Queen's County:
- An Act to regulate the sale and disposal of Church and Glebe Lands of the Church of England in this Province:
- An Act to alter and amend the Act to incorporate the City of Fredericton:
- An Act to amend the Act intituled "An Act to incorporate the Town of Moncton:"
- An Act relating to the levying, assessing, and collecting of Rates in the City of Saint John:
- An Act to enlarge the jurisdiction of the City Court of the City of Saint John:
- An Act in addition to an Act intituled "An Act relating to the Police of the City of Saint John:"
- An Act to extend the jurisdiction of the Police Magistrate of the City of Saint John to Carleton, and for other purposes:
- An Act to authorize the Justices of the Peace for the City and County of Saint John to raise a sum of money for erecting an addition to the Alms House of the said City and County:
- An Act to revive and continue the Act relative to the Streets and Squares in the City of Saint John:
- An Act to authorize the widening of Harding Street, in the City of Saint John:
- An Act in addition to and in amendment of certain Acts relating to Canterbury Street, in the City of Saint John:
- An Act to authorize the extension of King Street, in that part of the City of Saint John called Carleton:
- An Act for establishing a Police Force in the Town of Chatham, in the County of Northumberland:

An Act to repeal an Act intituled "An Act to provide for the better support of the Poor in certain Parishes in the County of Northumberland," and make other provisions in lieu thereof:

An Act to explain Chapter 69, Title x, of the Revised Statutes, "Of the Commissioners of Sewers for the Parish of Sackville:"

An Act to extend the provisions of an Act intituled "An Act relating to the election of Commissioners of Sewers for the Marshes around Bay Verte, in the County of Westmorland," to the Marsh situate in Botsford, in the said County, known as Ber-
rage Point Marsh:

An Act to divide the Parish of Brighton, in the County of Carleton:

An Act to erect parts of the Parishes of Greenwich and Springfield, in King's County, into a separate Parish:

An Act to establish Mark's Street, in the Parish of Saint Stephen, in the County of Charlotte, as a Public Highway:

An Act to amend an Act intituled "An Act to authorize the draining of German Town Lake, in the County of Albert:"

An Act to amend an Act to incorporate the Diocesan Church Society of New Brunswick:

An Act to authorize the Roman Catholic Episcopal Corporation for the Diocese of New Brunswick to sell and dispose of certain Lands in the City of Fredericton:

An Act to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, in the Parish of Grand Manan, to sell a certain part of the Glebe Land in said Parish, and invest the proceeds in other Lands:

An Act to authorize the Trustees of Saint Andrew's Church, in the City of Saint John, to sell a Lot of Land in the Parish of Simonds:

An Act to authorize the Trustees of the Victoria College, in the City of Saint John, to wind up and close the affairs of the said College:

An Act to enable the Dorchester Olive Freestone Company, of the County of Richmond, State of New York, to hold property in this Province:

An Act to incorporate the Caledonia Mining and Manufacturing Company:

An Act to incorporate the Lepreaux Manufacturing Company:

An Act further to alter and amend an Act intituled "An Act to incorporate the Saint John Gas Light Company:" and

An Act to establish the University of New Brunswick: (*with a suspending clause.*)

And His Excellency was then pleased to make the following Speech to both Houses:—

" Mr. President, and Honorable Gentlemen of the Legislative Council,

" Mr. Speaker, and Gentlemen of the House of Assembly,

" During the present Session many questions of importance, affecting the material and social interests of the People, have engaged your attention: Your exertions in the performance of your Legislative duties claim my acknowledgments.

" Mr. Speaker, and Gentlemen of the House of Assembly,

" I thank you for the Supplies which you have granted to Her Majesty. The Act for raising a Revenue will, I hope, afford ample provision for the requirements of the Public Service.

" Mr. President, and Honorable Gentlemen of the Legislative Council,

" Mr. Speaker, and Gentlemen of the House of Assembly,

" I congratulate you on the termination of your labours; and in releasing you from further attendance, I heartily wish you success in the occupations which await you at your homes."

That His Honor the President of the Legislative Council then said—

" Honorable Gentlemen of the Legislative Council,

" Mr. Speaker, and Gentlemen of the House of Assembly,

" It is His Excellency's will and pleasure, that this General Assembly be prorogued until the second Tuesday in June next; and this General Assembly is accordingly prorogued until the second Tuesday in June next, then here to be holden."

CHAS. P. WETMORE, Clerk.



APPENDIX.



APPENDIX.

Audit Office, Fredericton, January, 1859.

AUDITOR GENERAL'S REPORT ON PUBLIC ACCOUNTS OF 1858.

TREASURY ACCOUNTS.

No. 1.

ACCOUNT OF WARRANTS, SERIES 1858,

Paid by B. Robinson, Province Treasurer, from 1st November 1857, to 31st October 1858.

No.	Names.	Services, &c.	Amount.
1	Postmaster General,	Travelling expenses in the service of P. O. Department,	£30 0 0
2	John Ward,	Towards the support of the Provincial Penitentiary,	300 0 0
3	Daniel Ford,	For teaching School in the Hanwell Settlement,	25 0 0
4	David Currier,	For Coals for Govt. House and Public Departments,	113 8 9
5	George T. Taylor,	For teaching School in Sheffield,	12 10 0
6	Central Bank,	Advanced J. Hazen late Sheriff of Sunbury, Election Acct.	30 0 0
7	Andrew Barberie,	Towards relieving distressed Indians, Restigouche,	20 0 0
8	David Pickett,	Jury Fees, King's County,	11 7 6
9	Alexander Moore,	For erecting an Oat Mill and Kiln, Parish Sussex,	25 0 0
10	John Crookshank,	For taking R. Kennedy from Goal in King's to Penitentiary.	2 0 0
11	Edward B. Smith,	To pay Hannah Whiting's Pension,	10 0 0
12	Ronald E. Smith,	Grammar School, Charlotte County,	25 0 0
13	Edward Williston,	Bear Bounty,	10 0 0
14	Robert Stevenson,	Agricultural Society, Charlotte County,	45 0 0
15	Robert Jardine,	For Railway purposes,	5000 0 0
16	Hon. C. Watters,	For services and expenses in visiting Grand Manan on complaint made by the Overseers of Fisheries,	25 0 0
17	James Millar,	Grammar School, Northumberland,	50 0 0
18	Robert Kerr,	Awarded him from the Canada Disputed Territory Fund,	439 5 4
19	Robert Jardine,	For Railway purposes,	10,000 0 0
20	Edmund H. Duval,	Contingencies of Training School,	22 3 6
21	John Ward,	Current expenses Lunatic Asylum,	1000 0 0
22	Sundry persons,	Inspectors of Schools,	
		1. Wm. Crockett, Restigouche,	£12 10 0
		2. James M'Lauchlan, Carleton,	26 2 6
		3. James Johnston, Northumberland,	26 12 6
		4. T. R. Wetmore, Queen's,	40 0 0—
23	James Brown,	For services as Fishery Warden, Charlotte County,	25 0 0
24	Dr. William Bayard,	To pay expenses of the Board of Health, 1857,	150 0 0
25	Do.	Salary as Chairman Do. half year,	75 0 0
26	Provincial Chest,	To pay expenses on the importation of £1000 in gold,	53 14 9
27	Com. Gulf Lights,	To pay Salary of Keeper Escuminac Light,	100 0 0
28	Andrew Barberie,	Agricultural Society, Restigouche,	150 0 0
29	Sundry persons,	Inspectors of Schools,	
		1. David Burpee,	£13 10 0
		2. Henry Dwyer,	17 12 6
		3. James Smith,	12 15 6—
30	T. R. Wetmore,	Bear Bounty, Queen's County,	10 0 0
31	Do.	To pay Pension of Mary Ferris,	10 0 0
32	George J. Dibblee,	Bear Bounty, York County,	10 0 0
33	John Burnet,	Grammar School, Restigouche,	50 0 0
34	Edward B. Smith,	Bear Bounty, King's,	10 0 0
35	Chief Com. of Works,	Current expenses of his Department,	500 0 0
36	Robert Jardine,	Railway purposes,	5000 0 0
37	William Murray,	Inspector of Schools,	29 10 0
38	Chief Com. of Works,	To meet current expenses of his Department,	500 0 0
39	John Starratt,	For erecting an Oat Mill, &c. in Albert County,	25 0 0

Warrants Series 1858, paid by Province Treasurer—Continued.

No.	Names.	Services, &c.	Amount.
40	W. Fisher & C. Craig.	For expenses in burying twenty one bodies, and taking care of the survivors of the crew of ship Lord Ashburton, wrecked on Grand Manan, January, 1857,	£55 0 0
41	Two persons,	Inspectors of Schools, 1. John G. Lorimer, Charlotte, £38 19 6 2. Thomas Sayre, Westmorland, 44 4 3—	83 3 9
42	Hon. Wm. Todd,	Towards the support of St. Stephen's Academy,	200 0 0
43	A. K. S. Wetmore,	Bear Bounties, Carleton,	19 0 0
44	Albert Steeves,	Inspector of Schools,	12 15 0
45	Chief Com. of Works,	To meet current expenses of his Department,	1000 0 0
46	G. L. Hatheway,	For services as Government Railway Director,	35 0 0
47	Postmaster General,	To meet expenses of his Department,	500 0 0
48	Isaac Woodward,	Salary as Superintendent of Light Houses,	100 0 0
49	Robert Jardine,	Railway purposes,	5000 0 0
50	Sundry persons,	For services and expenses in the Mispec Murder case, 1. George Scoullar, £195 0 0 2. George Stockford, 30 0 0 3. James Stockford, 25 0 0—	250 0 0
51	George Scoullar,	Apprehending Smith the alleged murderer of F. Totten,	50 0 0
52	John Ward,	For the support Marine Hospital, Saint John.	371 17 11
53	William Wright, Esq.	Amt. of Acc. for conducting Crown Pros., 1847 and 1848.	107 6 8
54	William Wallace,	Jury Fees, Albert,	7 5 0
55	Wellington Hatch,	Bear Bounties, Charlotte,	30 0 0
56	Sundry persons,	Attendance at Training School, 1. Sarah Wynne, £6 0 0 2. Albert J. Steeves, 6 0 0 3. Neil Campbell, 6 0 0 4. Eliza M'Lauchlan, 6 0 0 5. Charles Kinsley, 6 0 0—	30 0 0
57	Hon. E. B. Chandler,	Bear Bounties, Westmorland.	10 0 0
58	William Watts,	Services as Usher of the Supreme Court.	10 0 0
59	Thomas Allan,	Agricultural Society, Simonds,	70 0 0
60	Robert Jardine,	For Railwny purposes.	5000 0 0
61	William A. M'Lean,	Balance due him on his Election Account,	59 7 0
62	William Russel,	Overseer of Fishery at Grand Manan,	6 0 0
63	Daniel M'Laughlin,	For services protecting Spawning Ground, Grand Manan,	11 15 0
64	Hon. J. J. Robinson,	Towards the funds of the Campo Bello Fishing Society,	106 15 0
65	John Seivewright,	Grammar School, Gloucester,	50 0 0
66	Robert Gowan,	For a Bill of £150 Sterling, to pay for Books imported for the Legislative Library.	180 0 0
67	Henry S. Beek,	On account for Binding the Revised Statutes.	50 0 0
68	James W. Chandler,	For services rendered Deputy Treasurer Jack and Saint Andrews Railroad Company.	5 16 8
69	Overseers Poor,	Hopewell, for the maintenance of D. Tingley,	43 6 6
70	Sundry persons,	For their services as Fishery Wardens, Restigonche, 1. Alexander Cook, £15 0 0 2. John Duncan, 15 0 0—	30 0 0
71	George J. Dibblee,	Bear Bounties, York,	10 0 0
72	Central Bank,	Advanced J. A. Harding expenses to Canada on Provincial Services relative to Disputed Territory,	50 0 0
73	A. T. D. M'Elman,	School Inspector, King's County.	43 19 0
74	Isaac L. Bedell,	Jury Fees, Saint John,	91 14 0
75	William Heard,	For running Steamer betw'n. this Prov. and P. E. Island,	300 0 0
76	Robert Jardine,	To meet Railway expenses,	5000 0 0
77	Samuel Foster,	Agricultural Society, King's,	50 0 0
78	Hon. Charles Fisher,	College Endowment Fund,	250 0 0
79	" J. Saunders,	Salary as Clerk of the Crown,	125 0 0
80	Robert Jardine,	For Railway purposes,	5000 0 0
81	Dugald Stewart,	Allowed him in addition to his Salary as Dep. Treas.,	75 0 0
82	Thomas Jones,	For Election expenses in Charlotte, £90 5 10 For Printed Bills in the Mispec Murder case, 0 15 0—	91 0 10
83	Hon. W. B. Kinnear,	Pension to Jane Murphy,	10 0 0
84	Weedon Fowler,	Agricultural Society, King's County, 1856 and 1857,	50 0 0

Warrants Series 1858, paid by Province Treasurer—Continued.

No.	Names.	Services, &c.	Amount.
85	Sundry persons,	Attendance at Training School, 1. Amelia Peters, £6 0 0 2. Margaret Gilman, 6 0 0-	£12 0 0
86	Charles Boultenhouse,	Running Steamer between P. E. Island and this Province.	64 15 0
87	Sundry persons,	Attendance at Training School, 1. Mary Hartt, £6 0 0 2. Teresa Thompson, 6 0 0-	12 0 0
88	Hon. J. Davidson,	For support of the Tracadie Lazaretto,	130 0 0
89	Samuel G. Morse,	Bear Bounties, Albert,	10 0 0
90	Theophilus Desbrisay,	Do. Gloucester,	10 0 0
91	Robert Jardine,	For Railway purposes.	2000 0 0
92	Rev. William Ferrie,	Towards support of the African School, Saint John,	37 10 0
93	Samuel L. Bishop,	Agricultural Society, Gloucester,	65 5 0
94	Isaac L. Bedell,	Jury Fees, Saint John,	19 7 6
95	John Robb,	Do. Westmorland,	27 3 0
96	Thomas W. Wood,	Grammar School, Westmorland,	50 0 0
97	Thomas W. Lee,	Do. King's,	50 0 0
98	Robert Kerr,	Awarded him from the Canada Disputed Territory Fund,	106 13 4
99	John Ansley,	Salary as Clerk of the Board of Health, Saint John,	25 0 0
100	Sundry persons,	Attendance at Training School, 1. Sarah Chubbuck, £6 0 0 3. Robert Simpson, 6 0 0-	12 0 0
101	John W. Morice,	Return Duties on Machinery exported,	8 12 10
102	George J. Dibblee,	Bear Bounties, York,	10 0 0
103	Beverly Robinson,	Amount advanced Postmaster General,	20 0 0
104	Angus McIntosh,	Pension,	10 0 0
105	Robert Jardine,	Railway purposes.	8000 0 0
106	Lord Bishop of Fred'n,	Towards support of the Free School, Fredericton,	50 0 0
107	James Tibbits,	On acc't. claim on the Canada Disputed Territory Fund,	611 2 3
108	Daniel Hanington,	Salary as Controller at Shediac,	50 0 0
109	Wellington Hatch,	Bear Bounties, Charlotte,	20 0 0
110	John Murray,	Fishery Warden, Saint John,	40 0 0
111	Robert Jardine,	Railway purposes,	2500 0 0
112	Do.	Do.	5000 0 0
113	George J. Bliss,	Bear Bounties, Sunbury,	10 0 0
114	Do.	Pension to Priscilla Grass,	10 0 0
115	Wellington Hatch,	Bear Bounties, Charlotte,	30 0 0
116	James M'Coy,	Carleton Grammar School,	50 0 0
117	Chief Com. of Works.	On account Sackville Bridge Contract,	1000 0 0
118	Do.	For Board of Works purposes,	1000 0 0
119	George J. Dibblee,	Bear Bounties, York,	10 0 0
120	Hon. R. Gordon,	Jury Fees, Gloucester,	14 4 0
121	John Robb,	Do. Westmorland,	22 17 6
122	Joseph Avaré,	Expenses of settling Boundary Line between Nova Scotia and this Province.	30 0 0
123	Sundry persons,	Attendance at Training School, 1. George Holyoke, £6 0 0 2. Agnes Murray, 6 0 0 3. Lavinia Barker, 6 0 0 4. Howard Allward, 6 0 0 5. John C. Mett, 6 0 0 6. Susan Stronach, 6 0 0-	36 0 0
124	Dr. William Bayard,	To meet expenses of Board of Health, Saint John,	100 0 0
125	George J. Dibblee,	Bear Bounties, York,	10 0 0
126	Edward B. Fisher,	Jury Fees, do.	26 1 6
127	John Ward, Esq.,	To meet expenses of Lunatic Asylum,	1000 0 0
128	Rufus S. Chandler,	Jury Fees, Kent,	22 2 0
129	President & Directors,	Saint John Grammar School,	75 0 0
130	Sundry persons,	Erecting Oat Mills and Kilns, Westmorland, 1. Job Trenholm, Botsford, £25 0 0 2. Rufus & Albert Trueman, Westmorland, 25 0 0 3. Elijah Ayer, Dorchester, 25 0 0 4. Frederick Chapman, Botsford, 25 0 0-	100 0 0
131	Hon. T. C. Lee,	Civil List,	3625 0 0

Warrants Series 1858, paid by Province Treasurer—Continued.

No.	Names.	Services, &c.	Amount.
132	Sundry persons.	Salaries to 31st January.	
		1. Hon. N. Parker, Judge Sup. Court, £200 0 0	
		2. " J. M. Johnson, Postmaster Gen., 150 0 0	
		3. " W. H. Steeves, Chief C. Works, 150 0 0	
		4. B. Robinson, Esq., Treasurer, 125 0 0	
		5. Wm. Carman, Clerk Supreme Court, 75 0 0	
		6. Wm. Smith, Controller, St. John, 68 15 0	
		7. Wm. Clawson, Clerk Cont. Office, 37 10 0	
		8. Joseph M. d'Avray, Sup't. Schools, 62 10 0	
		9. Ed. H. Duval, Teacher Train'g. School, 50 0 0	
		10. Wm. Foster, Assistant do., 15 0 0	
		11. Sarah Longmaid, do. do., 12 10 0	
		12. Wm. M. Smith, Inspector of Steamers, 50 0 0	
		13. Wm. Dunlop, do., 12 10 0	
		14. M. White, Ass't. Clerk Supreme Court, 25 0 0—	£1033 15 0
133	Ronald E. Smith,	Grammar School, Charlotte,	25 0 0
134	George Garden,	Balance due Estate late Sheriff Hazen for Elections,	18 13 0
135	Samuel Thompson,	Pensions,	30 0 0
136	William Fitzgerald,	Balance for building Bridge over Bell's Creek, 1856,	18 10 0
137	Robert Powell,	For erecting an Oat Mill, Parish Palmerston,	25 0 0
138	Rev. James Quinn,	For support of the Roman Catholic School, St. Stephen,	100 0 0
139	William Salter,	Fishery Warden, Northumberland,	40 0 0
140	John A. Beckwith,	Agricultural Society, York,	124 2 6
141	John M'Avity,	Do. Saint John,	130 0 0
142	Postmaster General,	To meet expenses Post Office Department,	1000 0 0
143	John Ward,	Do. Provincial Penitentiary,	500 0 0
144	Robert Jardine,	For Railway purposes,	7500 0 0
145	William Tatton,	For apprehending a Deserter from the 76th Regiment,	5 0 0
146	Robert Aitken,	Grammar School, Sunbury,	50 0 0
147	Alexander Saunders,	For erecting an Oat Mill and Kiln, Parish Nelson,	25 0 0
148	A. K. S. Wetmore,	Pension of Margaret Dyer,	10 0 0
149	Do.	Bear Bounties, Carleton,	10 0 0
150	Provincial Chest,	For British Packet Postage,	1369 18 1
151	John C. Allan,	For Rep. and Pub. Decisions of the Supreme Court,	50 0 0
152	Rueben Gross,	Grammar School, Albert,	50 0 0
153	Mess. Rines & West,	Amount of claim upon the Canada Disputed Ter. Fund,	133 6 8
154	Edmund H. Duval,	Rent and contingencies of the Training School,	20 13 9
155	Do.	To pay Thos. Gorbell for teaching the African School,	12 10 0
156	Samuel Thompson,	Bear Bounties, Northumberland,	10 0 0
157	Joseph Dixon,	Due his late daughter A. Dixon, for teaching School,	6 17 6
158	George J. Dibblee,	Pensions,	20 0 0
159	Sundry persons,	Inspectors of Schools.	
		1. James Smith, Gloucester, £14 13 3	
		2. Thomas Sayre, Westmorland, 39 16 6	
		3. James Johnson, Northumberland, 27 0 0	
		4. Wm. Crockett, Restigouche, 12 10 0	
		5. John G. Lorimer, Charlotte, 36 7 4	
		6. James M'Lauchlan, Carleton, 26 10 0—	156 17 1
160	Robert Salter,	Inspector of Schools, Saint John,	37 2 6
161	Sundry persons,	Inspectors of Schools.	
		1. David Burpe, Sunbury, £13 5 0	
		2. A. T. D. M'Elman, King's, 45 9 6	
		3. Henry Dwyer, Kent, 15 15 0	
		4. Albert Steves, Albert, 13 10 0—	87 19 6
162	J. & A. M'Millan,	For Printing 800 Debentures with Coupons,	15 5 0
163	Robert Jardine,	Railway purposes,	10,000 0 0
164	Moses M. Sargeant,	Jury Fees, Northumberland,	18 19 0
165	D. B. Raymond,	Do. Victoria,	18 6 0
166	Justices of the Peace,	King's, Steam Ferry Boat at Gondola Point,	45 0 0
167	Hon. J. H. Gray,	Towards cost of defence of suit of J. Sears against P. Treas.	11 13 4
168	Isaac H. DeVeber,	Jury Fees, King's,	16 4 0
169	Thos. N. Woodman,	Grammar School, Westmorland,	50 0 0
170	George J. Bliss,	Jury Fees, Sunbury,	11 12 6
171	Thomas Edgar,	For erecting an Oat Mill and Kiln, Parish Northesk,	25 0 0
172	Justices of the Peace,	In aid of a Steam Ferry Boat on the Miramichi River,	60 0 0

Warrants Series 1858, paid by Province Treasurer—Continued.

No.	Names.	Services, &c.	Amount.
173	John M. Johnson, Sr.	Agricultural Society, Northumberland,	£71 15 0
174	William Murray,	Inspector of Schools, York County,	30 7 6
175	Sundry persons,	Attendance at Training School,	
		1. Amelia Beckwith,	£6 0 0
		2. Harriet Alline,	6 0 0
		3. Francis Howard,	6 0 0
		4. Charlotte Boler,	6 0 0—
			24 0 0
176	Robert Jardine,	Railway purposes,	10,000 0 0
177	Hon. J. Davidson,	For support of the Tracadie Lazaretto,	70 0 0
178	Com. of Light Houses,	Gulf of Saint Lawrence,	84 19 9
179	John Robb,	Jury Fees, Westmorland,	17 3 0
180	Overseers Poor,	Hillsborough, for support of Sick Seamen,	7 10 0
181	Chief Com. of Works,	To meet current expenses of his Department,	1000 0 0
182	Roderic M'Leod,	Agricultural Society, Northumberland,	45 15 0
183	J. M. Johnson, Sr.	Do. do.	31 5 0
184	James Mitchell,	Election Account, do.	32 5 0
185	Do.	Do. do. do.	100 0 0
186	Edward Williston,	Balance due him on account of Bear Bounties,	11 5 0
187	William T. Wilmot,	Bear Bounties, Victoria,	10 0 0
188	George J. Bliss,	Jury Fees, Sunbury,	15 19 6
189	William Tingley,	Agricultural Society, Harvey,	45 0 0
190	Hon. Francis Rice,	Do. Victoria, 1858,	54 0 0
191	W. Salter, E. Williston	Amount advanced to relieve distressed Indians,	27 5 0
192	Wm. M. Smith,	For investigating the cause of explosion of Boiler of Steamer J. D. Pierce,	10 0 0
193	Provincial Chest,	Towards payment of Members in General Assembly,	500 0 0
194	T. R. Wetmore,	Inspector of Schools, Queen's,	40 0 0
194	Wellington Hatch,	Bear Bounties, Charlotte,	30 0 0
195	Isaac L. Bedell,	Jury Fees, Saint John,	64 1 6
196	Jas. M'Lauchlan,	Do. Carleton,	12 19 0
197	John M'Namara,	For apprehending a Deserter from the 76th Regt.	5 0 0
198	David Pickett,	Jury Fees, King's,	7 1 0
199	James Mitchell,	Bal. of Election Acct. as Sheriff, North'land, £57 1 6 Expenses in conveying Prisoners to Peniten'ry, 40 19 0—	98 0 6
200	George J. Dibblee,	Bear Bounties, York,	10 0 0
201	Hon. C. Fisher,	Balance due on King's College endowment,	100 0 0
202	Blair Botsford,	For conveying four Prisoners to the Penitentiary,	31 14 0
203	Sundry persons,	Attendance at Training School,	
		1. David M'Lean,	£6 0 0
		2. Elizabeth Keating,	6 0 0
		3. Huldah Hour,	6 0 0
		4. William Sinnott,	6 0 0—
			24 0 0
205	Jacob Silliker,	Agricultural Society, Westmorland,	49 10 0
206	Provincial Chest,	Towards payment of Members of the Legislature,	2000 0 0
207	T. R. Wetmore,	Bear Bounties, Queen's,	10 0 0
208	Andrew Barberie,	Agricultural Society, Restigouche,	50 0 0
209	James Tibbits,	Bal. due him on the D. T. Fund, Canada, £941 18 8 Interest allowed on do. 41 4 2—	983 2 10
210	W. O. Smith, Mayor Saint John,	Towards the construction of approaches to the Breakwater,	500 0 0
211	James Brown,	For services as Fishery Warden 1857,	25 0 0
212	John Harper,	Agricultural Society, Carleton,	98 8 9
213	Chief Com. Works,	To meet current expenses of his Department,	1000 0 0
214	Samuel Thompson,	Bear Bounty, Northumberland,	10 0 0
215	Dr. Charles Theal,	For medical attendance to sick Seamen at Shediac,	46 0 0
216	John Ansley,	Salary as Clerk of the Board of Health, Saint John,	25 0 0
217	Robert Jardine,	For Railway purposes,	5000 0 0
218	John S. Hay,	For reporting Debates of the House of Assembly,	25 0 0
219	Isaac H. DeVeber,	Jury Fees, Queen's,	62 3 0
220	N. Beckwith Hartt,	For teaching the Victoria Grammar School,	50 0 0
221	Jas. Steadman, Esq.	For his services as a Commissioner for settling the Bound- ary Line between Nova Scotia and this Province,	24 0 0
222	Postmaster General,	Towards expenses of the Post Office Department,	500 0 0

Warrants Series 1858, paid by Province Treasurer—Continued.

No.	Names.	Services, &c.	Amount.
223	Sundry persons,	Commissioners appointed to Report on Public Institutions, 1. Henry Fisher, Commis. and Sec'y., £186 10 0 2. Geo. E. Fennety, Commissioner, 33 6 8 3. Joel Reading, do. 33 6 8 4. James M'Farlane, do. 33 6 8—	£286 10 0
224	Lawrence M'Laren and another,	Commissioners to report on the Tracadie Lazaretto,	40 0 0
225	Provincial Chest,	For support of Brier Island and Seal Island Lights,	293 16 10
226	John Ward,	To meet current expenses of the Lunatic Asylum,	1000 0 0
227	Com. Alms House, Saint John,	For support of destitute Emigrants,	49 4 4
230	Com. of Gulf Lights,	To pay Keeper's Salary of Miscou Light,	187 10 0
231	Sutton Armstrong,	For work done on the Tobique Road in 1855,	85 0 0
232	Samuel Watts,	For Reporting the Debates of House of Assembly,	25 0 0
233	Robert Jardine,	For Railway purposes,	10,000 0 0
234	James Kaye,	Insurance of the Legislative Library,	15 0 0
235	Edmund H. Duval,	To pay T. Gorbell, Teacher of African School, L. Lomond,	12 10 0
236	Postmaster General,	To pay for ferrying Mails in 1857,	81 0 0
237	Geo. L. Hatheway,	For services as Director of N. B. & Canada Railway Co.,	25 0 0
238	Charles Wetmore,	To pay Contingencies of the House of Assembly,	125 8 0
239	Robert Jardine,	For Railway purposes,	5000 0 0
240	James Dixon,	Agricultural Society, Sackville,	100 0 0
241	Sundry persons,	1. Ven. G. Coster, Chaplain L. Council, £20 0 0 2. G. J. Dibblee, Messenger to Assembly, 40 0 0 3. B. R. Jouett, Serg't. at Arms, L. C., 42 0 0 4. Wm. Watts, Door Keeper, L. Council, 28 0 0 5. C. Brannen, do. do. 28 0 0 6. Charles Biggs, Messenger, do. 21 0 0 7. Jas. Brannen, do. do. 21 0 0 8. Jas. Brannen, Jun., do. do. 10 10 0 9. J. Gregory, Clerk Assistant, do. 150 0 0 10. E. W. Miller, Engrossing Cl'k. do. 50 0 0 11. Rev. W. Q. Ketchum, Chap. of H. A., 20 0 0 12. A. T. Coburn, Sergt. Arms, do. 42 0 0 13. Geo. J. Bliss, Clerk Assistant, do. 175 0 0 14. W. H. Robinson, Engrossing Cl'k. do. 75 0 0 15. T. R. Wetmore, do. do. 75 0 0 16. W. H. Partelow, do. do. 75 0 0 17. Geo. Anderson, Door Keeper, do. 28 0 0 18. Philip Brannen, Messenger, do. 21 0 0 19. Thos. Williams, do. do. 21 0 0 20. Peter Parker, do. do. 21 0 0 21. Thos. Paisley, do. do. 21 0 0—	984 10 0
242	John Gregory,	On account Contingencies of Legislative Council,	275 4 9
243	John Sedgewick,	For apprehending three Deserters from the 62d Regiment,	15 0 0
244	Cancelled,		
245	Edward B. Fisher,	Jury Fees, York County,	53 12 6
246	Charles P. Wetmore,	Salary as Clerk of the House of Assembly,	300 0 0
247	Hon. T. C. Lee,	Civil List,	3625 0 0
248	Sundry persons,	For Salaries, Quarter ending 30th April, 1. Hon. N. Parker, Judge Sup. Court, £200 0 0 2. J. M. Johnson, Postmaster General, 150 0 0 3. W. H. Steeves, Chief Com. of Works, 150 0 0 4. B. Robinson, Esq., Province Treasurer, 125 0 0 5. Wm. Carman, Clerk Supreme Court, 75 0 0 6. William Smith, Controller St. John, 68 15 0 7. Wm. Clawson, Clerk to Controller, 37 10 0 8. J. M. d'Avray, Sup. of Schools, 62 10 0 9. Edmund H. Duval, Teacher Tr. School, 50 0 0 10. Wm. Foster, Assist. do. do. 15 0 0 11. Sarah Longmaid, do. do. do. 12 10 0 12. Wm. M. Smith, Ins. Steamers, St. John, 50 0 0 13. M. White, Assist. Clerk Sup. Court. 25 0 0—	1021 5 0
249	Thomas Keillor,	Agricultural Society, Dorchester,	45 0 0
250	Ross Woodrow,	For Publishing Debates of House of Assembly,	410 10 0

Warrants Series 1858, paid by Province Treasurer—Continued.

No.	Names.	Services, &c.	Amount.
251	Sundry persons,	Services themselves and stages, House of Assembly, 1. George Atherton, £70 0 0 2. George Turner, 56 5 0—	£126 5 0
252	Dr. Wm. Bayard,	Salary as Chairman Board of Health, Saint John,	75 0 0
253	Postmaster General,	To meet the current expenses of his Department,	500 0 0
254	James Edgar,	For Newspapers furnished the Legislature,	5 5 0
255	Thos. B. Wilson,	Salary as Railway Director,	30 0 0
256	President & Directors	Of the Saint John Grammar School,	75 0 0
257	Sam. Thompson,	Bear Bounties, Northumberland,	10 0 0
258	Dr. W. Bayard,	To meet current expenses of the Board of Health,	50 0 0
259	John Robinson,	Agricultural Society, Cambridge,	40 0 0
260	Sundry persons,	Folding Journals last Session, 1. Elizabeth Boone, £5 0 0 2. Hannah Wilson, 3 15 0—	8 15 0
261	John G. Lorimer,	Inspector of Schools, Charlotte,	39 5 4
263	Province Treasurer,	Balance of pay of the Members of the Legislature,	2149 0 0
264	Robert Jardine,	For Railway purposes,	10,000 0 0
265	Sundry persons,	Inspectors of Schools, 1. David Burpee, £13 10 0 2. A. T. D. McElman, 43 13 6 3. Thomas S. Sayre, 38 9 3 4. James M'Lauchlan, 26 17 6 5. Wm. Crockett, 12 10 0 6. Albert Steeves, 15 15 0 7. James B. Johnson, 29 10 0 8. James Smith, 12 19 3—	193 4 6
266	Rachel Martin,	On account of her long services as a Teacher of Youth,	20 0 0
267	James Hogg,	For Rep. Debates House of Assembly in French language,	200 0 0
268	Chief Com. of Works,	To meet expenses of his Department,	1000 0 0
269	Sundry persons,	Attendance at Training School, 1. Amelia Walker, £6 0 0 2. Margaret M'Carthy, 6 0 0 3. Sarah Noble, 6 0 0 4. Eliza J. Grant, 6 0 0 5. Eliza A. Graham, 6 0 0 6. Maria Townsend, 6 0 0—	36 0 0
270	Mathew M'Leod,	Agricultural Society, Studholm,	50 0 0
271	John Bennett,	Grammar School, Restigonche,	50 0 0
272	Robert Aitkin,	Do. Sunbury,	25 0 0
273	James Millar,	Do. Northumberland,	50 0 0
274	Ronald E. Smith,	Do. Charlotte,	25 0 0
275	Hon. J. Davidson,	Towards the support of the Tracadie Lazaretto,	200 0 0
276	Edmund H. Duval,	Rent, &c. of Training School,	20 4 6
277	David W. Jack,	Jury Fees, Charlotte,	21 13 6
278	Wm. Penery,	Agricultural Society, Queen's,	45 15 0
279	Postmaster General,	To meet expenses of the Post Office Department,	500 0 0
280	Wellington Hatch,	Pensions, Charlotte,	30 0 0
281	Chief Com. of Works,	To meet expenses of his Department,	1000 0 0
282	Aaron Robinson,	Towards erecting the Memel Bridge,	100 0 0
283	Sundry persons,	Attendance at Training School, 1. James Dalton, £6 0 0 2. Charlotte B. Phipps, 6 0 0 3. Abby Jenke, 6 0 0—	18 0 0
284	Robert Jardine,	For Railway purposes,	10,000 0 0
285	Sundry persons,	For expenses incurred with the Board of Health, 1854, 1. Henry G. Simonds, £43 0 0 2. Patrick Gallagher, 45 1 6—	88 1 6
286	Sundry persons,	Soldiers of the Revolutionary War, Widows, &c., 1. Letty Bell, Widow, £10 0 0 2. Margaret Grierson, do. 10 0 0 3. Sarah Greenlaw, do. 10 0 0 4. Jane Hawkins, do. 10 0 0 5. Jane Hamilton, do. 10 0 0 6. Mary Harned, do. 10 0 0 8. Jacob Kollock, Old Soldier, 15 0 0	

Warrants Series 1858, paid by Province Treasurer—Continued.

No.	Names.	Services, &c.	Amount.	
286	Sundry persons.	9. Deborah Ann Lugin, Widow, 10. Jane M'Crea, do. 11. Ann M Donald, do. 12. Hannah M-Donald, do. 13. Angus M-Intosh, old Soldier, 15. Mary M-Nichol, Widow, 16. Mary Pratt, do. 17. Elizabeth Whitehead, do.	£15 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0—	£160 0 0
287	John Neill,	For sundries furnished to the H. of Assembly, 1857 & 1858,	56 2 6	
288	Daniel O'Brien,	For labour performed by him for the House of Assembly,	9 0 0	
289	Isaac L. Bedell,	Jury Fees. Saint John,	13 15 6	
290	George Botsford,	Salary as Clerk of the Legislative Council,	300 0 0	
291	George Turner,	Due him for Coach hire from House of Assembly,	13 15 0	
292	Chief Com. of Works.	To meet the current expenses of his Department,	1000 0 0	
293	Sundry persons.	For sundries furnished as Contingencies to the Assembly, 1. James Hogg, 2. Elijah Clarke, 3. George C. Hunt.	£6 0 0 2 10 0 0 19 0—	9 9 0
294	Charles Carson,	Agricultural Society. Charlotte,	50 0 0	
295	Wellington Hatch,	Bear Bounties, do	40 0 0	
296	Robert Salter,	Inspector of Schools, Saint John,	11 2 6	
297	Wm. H. Murray,	Do. York,	30 5 0	
298	Solomon Denton.	Balance due him as Inspector of Schools,	1 0 0	
299	Thos. Jones, Esq.	Salary and Contingencies Assistant Emigration Office, Sackville, for support of Charles E. Horton,	31 13 9 15 17 6	
300	Overseers Poor,			
301	Hon. W. B. Kinnear,	For his own services and those of W. H. Needham in preparing and publishing the 3 Vols. of Revised Statutes, Postages of Legislative Council and House of Assembly, King's College Endowment,	300 0 0 342 19 0 250 0 0	
302	Andrew S. Phair,	Indian Commissioners, for relief of Indians,		
303	Hon. C. Fisher,			
304	Sundry persons,	1. Hon. Francis Rice, Victoria, 2. A. C. Hammond, Esq., do. 3. John Dibblee, Carleton, 4. Dr. J. B. Toldervy, York, 5. W. Salter & E. Williston, North'land, 6. Daniel Haniugton, Westmorland, 7. Rev. F. X. Lafrance, do. 9. S. L. Bishop and J. Hickson, Glo'ster., 12. Hon. David Wark, Kent, 13. Andrew Barberie, Restigouche,	£7 10 0 12 10 0 10 0 0 30 0 0 75 0 0 15 0 0 15 0 0 10 0 0 30 0 0 20 0 0—	225 0 0
305	Sundry persons,	Balance due for Pensions, Widows of old Soldiers, 1. J. Sutherland, (Abigail Sutherland, dec.) 2. Ebenezer Travis, (Huldah Travis do.) 3. Stephen Mitchell, (Sarah Mitchell do.) 4. Tillotson Libby, (Sarah Cyphers do.) 5. James Cole, (Sarah Cole do)	£5 0 0 8 4 6 2 18 4 7 10 0 5 0 0—	28 12 10
306	John C. Allen, Esq.	In aid of Publishing the Decisions of the Supreme Court,	100 0 0	
307	Sundry persons,	Attendance at Training School, 1. Lavinia Sherwood, 2. Jane Sime, 3. George W. Duval,	£6 0 0 6 0 0 6 0 0—	18 0 0
308	Henry L. Dwyer.	Salary as Inspector, and Contingencies of Schools, Kent,	16 10 2	
309	Hon. J. S. Saunders,	Do. Clerk of the Crown on the Circuits,	125 0 0	
310	Overseers Poor,	Sackville, to pay Dr. Johnson for professional services,	10 10 0	
311	Thos. W. Wood,	Grammar School, Kent,	50 0 0	
312	William Watts,	Services as Usher Supreme Court,	10 0 0	
313	Sundry persons,	Attendance at Training School, 1. Abigail Clarke, 2. Elizabeth A. Coy, 3. Margaret Demill, 4. Judson B. Black,	£6 0 0 6 0 0 6 0 0 6 0 0—	24 0 0
314	John Seivewright,	Grammar School, Gloucester,	50 0 0	
315	Francis M-Phelim,	For travelling expenses while Postmaster General,	75 0 0	

Warrants Series 1858, paid by Province Treasurer—Continued.

No.	Names.	Services, &c.	Amount.
316	W. J. Wilmot,	Bear Bounties, Victoria,	£10 0 0
317	Sam. Thompson,	Do. Northumberland,	10 0 0
318	Thos. W. Lee,	Grammar School, King's,	50 0 0
319	Isaac L. Bedell,	Jury Fees, Saint John,	12 0 0
321	S. B. Weldon,	Agricultural Society, Turtle Creek,	47 5 0
322	Isaac L. Bedell,	Jury Fees, Saint John,	102 2 0
323	John W. Weldon,	Bear Bounties, Kent,	21 10 0
324	Dr. Wm. Bayard,	To meet expenses Board of Health, Saint John,	100 0 0
325	Robert Jardine,	For Railway purposes,	20,000 0 0
326	G. J. Dibblee,	Bear Bounties, York,	10 0 0
327	Bye Roads,		13,523 1 8
328	John Robb,	Jury Fees, Westmorland,	16 2 0
329	Chief Com. Works,	To meet expenses of his Department,	1000 0 0
330	Do.	Do. do.	1000 0 0
331	Geo. R. Atherton,	Stage hire for House of Assembly,	13 5 0
332	Westmorland Bank,	Amt. advanced J. Steadman, Esq. expenses connected with Boundary Line between this Province and Nova Scotia,	35 0 0
333	Dan. L. Hanington,	Jury Fees, York.	20 6 0
334	Margaret Wilson,	Attendance at Training School.	6 0 0
335	Sundry persons,	School Teachers,	
		1. James Hutchison and E. Manning,	£30 0 0
		2. Caroline and Henrietta Veith,	20 0 0
		3. Ann M'Kean,	20 0 0
		4. Catherine J. Peters,	20 0 0
		5. James Mullholland,	37 10 0
		6. Mary Siddall,	17 10 0
		7. Elizabeth Philips,	20 0 0
		8. Jane F. James,	20 0 0
		9. Mary M'Intosh,	17 10 0
		10. Daniel Morrison,	37 10 0
		11. Thomas Crawford,	11 0 0
		12. John Kinnealey,	20 0 0
		14. James Shaw,	17 10 0
		15. Eliza A. Laurence,	17 10 0
		16. Amelia Walker,	13 15 0
		17. James W. Darral,	30 0 0—
336	Sundry persons,	For support of Educational Establishment,	
		1. Gov. and Trustees of Madras School,	£400 0 0
		2. C. F. Allison, for Wesleyan Academy,	600 0 0
		3. Isaiah Wallace, for Baptist Seminary,	250 0 0
		4. Hon. W. Todd, Mill Town Academy,	200 0 0
		Roman Catholic Schools—	
		5. Rev. J. M'Devit, Fredericton,	150 0 0
		6. J. Quinn and J. Gallagher, St. John,	150 0 0
		7. F. X. Lafrance & P. M'Ginlay, Mem.	150 0 0
		8. James Quinn, Saint Stephen,	100 0 0
		9. E. Doyle and others, St. Andrews,	75 0 0
		10. J. E. Dumphy, Carleton, St. John,	60 0 0
		11. Thomas Connelly, Woodstock,	37 10 0
		12. J. Quinn and J. Gallagher, Portland,	30 0 0
		14. Trus. M. Church, for Varley School,	100 0 0—
			2302 10 0
337	Sundry persons,	For Schools,	
		1. Mrs. J. Wilkinson, Inf. Sch'l., Fred.,	£50 0 0
		2. Rev. J. Medley, School for Children,	50 0 0
		3. " G. Armstrong, F. Sch'ls. St. John,	50 0 0
		4. " Wm. Armstrong, for a F. School,	17 10 0
		5. E. C. Frieze, Training School expenses,	6 0 0—
			173 10 0
338	Mark Needham,	Salary as Librarian of the Legislative Library.	100 0 0
339	Sundry persons,	Sundry services,	
		1. John Ansley, Clerk B. of Health,	£37 10 0
		2. F. Weaver, bal. pension due his father,	5 0 0
		3. Hon. C. Fisher, King's College,	250 0 0
		4. Ann Baylay, teaching School, Colburn,	17 10 0
		5. Geo. J. Dibblee, Pensions,	50 0 0—
			360 0 0

Warrants Series 1858, paid by Province Treasurer—Continued.

No.	Names.	Services, &c.	Amount.
340	Sundry persons,	1. H. Fisher, Trav. expenses Sup. Schools, £40 0 0 2. R. Jardine, Railway purposes, 3. Chief C. Works, expenses of Depart. 1000 0 0 4. David Currier, Coals, Gov. House, 108 7 6—	10,000 0 0 1148 7 6
341	John Simpson,	Balance of Account as Queen's Printer to 31st Oct. 1857,	888 16 8
342	George J. Dibblee,	Bear Bounties, York,	10 0 0
343	George J. Bliss,	Jury Fees, Sumbury,	9 11 0
344	A. K. S. Wetmore,	Pensions,	30 0 0
345	Hon. E. B. Chandler,	To pay Enoch Golding's pension,	10 0 0
346	Rev. J. McDevit,	For the Missionary to the Micicete Tribe of Indians,	50 0 0
347	Sundry persons,	Attendance at Training School, 1. Margaret Dewar, £6 0 0 2. Lucy S. Hovey, 6 0 0 3. Jemima Debow, 6 0 0 4. Martha E. Nevers, 6 0 0 5. Lewis A. Mills, 6 0 0—	30 0 0
348	Samuel Thompson,	Bear Bounties, Northumberland,	10 0 0
349	Charles Moore,	For apprehending two Deserters from the 62d Regiment.	10 0 0
350	Rufus S. Chandler,	Jury Fees, Kent,	22 1 6
351	William Wallace,	Do. Albert,	5 9 0
352	Isaac L. Bedell,	Do. Saint John,	78 5 6
353	D. B. Raymond,	Do. Victoria,	18 17 6
354	Charles P. Wetmore,	For preparing an Index to the Journals of Assembly,	100 0 0
355	George Botsford,	Stationery furnished Legislative Council, £345 11 0 Do. An Index to Legislative Council Journal, 40 0 0—	385 14 0
356	C. Boultenhouse,	Running a Steamer between this Province and P. E. Island,	100 0 0
357	Newton Burpee,	For teaching a superior School in Sheffield,	25 0 0
358	Hon. R. Gordon,	Jury Fees, Gloucester,	15 2 6
359	John Howe,	To meet expenses of the Post Office Department,	1000 0 0
360	Chief Com. of Works,	To meet current expenses of his Department,	1000 0 0
361	Overseers Poor,	Hopewell, for the support of two Seamen,	52 5 8
362	Charles S. Sayre,	Bear Bounties, Kent,	10 0 0
363	Blair Botsford,	Election expenses in January, 1858,	68 0 0
364	John Ward,	Towards the support of the Lunatic Asylum,	1000 0 0
366	George Taylor,	Balance due as Inspector of Schools, Sumbury,	2 0 0
368	James McLauchlan,	Jury Fees, Carleton,	6 19 0
369	Robert Jardine,	For Railway purposes,	10,000 0 0
370	John J. Millidge,	Grammar School, Queen's,	40 0 0
371	George J. Bliss,	Bear Bounties,	10 0 0
372	J. R. Wetmore,	Bear Bounties,	20 0 0
373	Chief Com. of Works,	To meet expenses of his Department,	1000 0 0
374	Wellington Hatch,	Bear Bounties, Charlotte,	20 0 0
375	Edward Simpson,	Jury Fees, Queen's,	15 11 0
376	W. T. Wilmot,	Pension of Elizabeth Wright,	10 0 0
377	W. Salter, E. Williston	To pay two aged Indians Chiefs,	10 0 0
378	Moses M. Sarjeant,	Jury Fees, Northumberland,	29 18 6
379	Dan'l L. Harnington,	Do. York,	75 3 6
380	James McCoy,	Grammar School, Carleton,	50 0 0
381	David Pickett,	Jury Fees, King's,	21 1 0
382	Reuben Gross,	Grammar School, Albert,	50 0 0
383	Robert Jardine,	For Railway purposes,	10,000 0 0
384	Charles S. Beverly,	For covering and stitching the Laws for the year 1857,	20 16 8
385	Sundry persons,	Attendance at Training School, 1. Ellen Plummer, £6 0 0 2. Mary L. McCallum, 6 0 0 3. Charles H. Fowler, 6 0 0 4. Euphemia Murray, 6 0 0—	24 0 0
386	Sundry persons,	Salaries, 1. Henry Fisher, Sup't of Schools, £87 10 0 2. George Thompson, Clerk to Sup't, 43 15 0 3. E. H. Duval, Inspector of Schools, 72 18 4 4. John Campbell, do. 72 18 4 5. John Bennett, do. 72 18 4 6. James McLauchlan, do. 72 18 4—	422 18 4
387	Hon. T. C. Lee,	Civil List,	3625 0 0

Warrants Series 1858, paid by Province Treasurer—Continued.

No.	Names.	Services, &c.	Amount.
388	Sundry persons,	Salaries, 1. Hon. N. Parker, Judge Sup. Court, £200 0 0 2. " J. M. Johnson, Postmaster Gen., 150 0 0 3. " W. H. Steeves, Chief C. Works, 150 0 0 4. B. Robinson, Esq., Prov. Treasurer, 125 0 0 5. Wm. Carman, Clerk Supreme Court, 75 0 0 6. Wm. Smith, Controller, St. John, 68 15 0 7. Wm. Clawson, Clerk Cont. Office, 37 10 0 8. Wm. Smith, Ins. of Steamers, St. John, 50 0 0 9. Wm. Dunlop, do. Miramichi, 12 10 0 10. M. White, Ass't. Clerk Supreme Court, 25 0 0—	£893 15 0
389	Sundry persons,	Pensions, 1. Saml. Thompson, Pension of E. Ross, £10 0 0 3. T. R. Wetmore, do. C. Thorne, 10 0 0—	20 0 0
390	Sundry persons,	Bear Bounties, 1. S. Thompson, Northumberland, £10 0 0 2. Wellington Hatch, Charlotte, 10 0 0—	20 0 0
391	Chief Com. of Works,	To meet expenses of his Department,	1000 0 0
392	Robert Jardine,	For Railway purposes,	10,000 0 0
393	John Wilkinson,	On account of preparing a new Map of the Province,	165 3 10
394	J. W. Duval,	For teaching the African School,	12 10 0
395	Sundry persons,	1. Wm. Crockett, teaching, Campbellton, £50 0 0 2. R. E. Smith, Gram. School, Charlotte, 25 0 0 3. Rev. W. Ferrie, Af. School, St. John, 37 10 0 4. Wm. Mills, Training School, 14 0 0—	126 10 0
396	Chief Com. of Works,	To meet expenses of his Department,	1000 0 0
397	Sundry persons,	1. W. Wallace, Jury Fees, Albert, £43 1 6 2. John Robb, do. Westmorland, 54 4 6 3. Theophilus Desbrisay, Bear Bounties, 10 0 0—	107 6 0
398	Chas. Boultenhouse,	Running a Steamer between Shediac and P. E. Island,	150 0 0
399	Jas. A. Harding, Esq.,	Expenses for holding Election for the City of Saint John,	51 9 0
400	Sundry persons,	Attendance at Training School, 1. Thomas M'Carthy, £6 0 0 2. Mary Ann M'Cluskey, 6 0 0 3. Mary E. Fowler, 6 0 0 4. Anna Smith, 6 0 0 5. Francis Green, 6 0 0 6. A. C. Cutler, 6 0 0 7. Nathan Smith, 6 0 0 8. Mary W. Hatfield, 6 0 0—	48 0 0
401	Chief Com. of Works,	To meet current expenses of his Department,	1000 0 0
402	Robert Jardine,	For Railway purposes,	10,000 0 0
403	Samuel Thompson,	Bear Bounties, Northumberland,	10 0 0
404	Charles J. Sayre,	Do. Kent,	10 0 0
405	Provincial Chest,	On account British Packet Postage up to 31st May, 1858,	931 16 10
406	George J. Dibblee,	Bear Bounties, York,	10 0 0
407	Samuel R. Miller,	Amt. of Account against House Assembly for Stationery, &c.	507 3 8
408	Samuel D. Miller,	As Teacher of the Commercial School, Saint John,	50 0 0
409	John Hland,	For apprehending a Deserter from the 62d Regiment,	5 0 0
410	Sundry persons,	Attendance at Training School, 1. Anna M'Leod, £6 0 0 2. Annie M'Callum, 6 0 0 3. Amelia Walker, 6 0 0—	18 0 0
411	John Dibblee,	For the relief of the Woodstock Indians,	5 0 0
412	Newton Burpee,	Teaching a superior School in Sheffield,	25 0 0
413	Thomas Jones,	For expenses in endeavouring to arrest James Davis, charged with shooting his wife.	27 11 0
414	Chief Com. of Works,	To meet current expenses of his Department,	1000 0 0
415	N. Beckwith Hartt,	Grammar School, Victoria,	50 0 0
416	David W. Jack,	Jury Fees, Charlotte,	43 15 0
417	Two persons,	Attendance at Training School, 1. Mary Jane Simpson, £6 0 0 2. Lydia J. Baron, 6 0 0—	12 0 0
418	James M'Alpine,	York County, for support of W. Ramsay and family, 1856,	37 5 0

Warrants Series 1858, paid by Province Treasurer—Continued.

No.	Names.	Services, &c.	Amount.
420	Charles J. Sayre,	Bear Bounties, Kent.	£10 0 0
421	E. R. Wetmore,	Do. Queen's.	10 0 0
422	Wm. T. Wilmot,	Do. Victoria.	10 0 0
423	Hon. J. Davidson,	For the Tincadie Lazaretto,	390 0 0
424	John J. Millidge,	Grammar School, Queen's.	50 0 0
425	Wm. Foster,	Balance due him as Assistant Teacher Training School,	26 13 4
426	Rufus S. Chandler,	Jury Fees, Kent.	117 12 0
427	Sundry persons,	For services as Clerk of the Crown, 1. Andrew Barberie, £92 17 4 2. Rainsford Wetmore, 7 2 8—	103 0 0
428	George J. Dibblee,	Bear Bounties, York.	10 0 0
429	Sam. Thompson,	Do. Northumberland.	10 0 0
430	Chief Com. Works,	To meet current expenses of his Department,	1000 0 0
431	Thos. N. Woodman,	Grammar School, Westmorland,	50 0 0
432	Sundry persons,	Attendance at Training School, 1. Eliza Jane Coates, £6 0 0 2. Jannetta Morrison, 6 0 0—	12 0 0
433	Sam. Thompson,	Bear Bounty, Northumberland,	10 0 0
434	G. L. Hatheway,	As Gov't Director of N. Brunswick & Canada Railway,	25 0 0
435	Chas. Beverley,	For folding, stitching and covering copies of Laws of 1858,	25 0 10
436	John Mann,	Agricultural Society, St. George & Penfield,	45 0 0
437	Donald Stewart,	Jury Fees, Restigonche,	32 2 6
438	Wm. M. Smith,	Expenses repairing Force Pump for testing S. Boat Boilers,	6 15 8
439	John Ward,	For the support of the Provincial Penitentiary,	1000 0 0
440	Wm. Foster,	Salary as Assistant Teacher Training School,	33 6 8
441	Henry Fisher,	Travelling expenses as Superintendent of Schools,	35 0 0
443	Robert Jardine,	For Railway purposes,	20,000 0 0
444	Donald Downie,	For teaching a School on Heron Island.	20 0 0
445	Philip Braumen,	For folding and transmitting Journals of the Legislature.	6 15 0
446	Thos. Gilbert,	Due him as Sheriff of Alber., on Election account,	14 8 3
447	Overseers Poor,	Sackville, for the support, &c., of a sick Seaman,	12 10 0
448	John Ward,	For the support of the Lunatic Asylum,	1000 0 0
449	Geo. J. Bliss,	Bear Bounties, Sunbury,	10 0 0
450	G. Kerr, R. Hutchison,	For expenses of the Miscou Light House, 1857,	235 16 6
451	Do.	Amt. of Account as Com. of Lights, Gulf of St. Lawrence,	119 9 8
452	Thos. B. Wilson,	Salary as Government Railway Director,	30 0 0
453	Robert Jardine,	For Railway purposes,	10,000 0 0
454	Sundry persons,	Attendance at Training School, 1. Mariam G. Helson, £6 0 0 2. Dorcas A. Turner, 6 0 0 3. David Murray, 6 0 0—	18 0 0
455	Chief Com. Works,	To meet current expenses of his Department,	1000 0 0
456	Hon. E. B. Chandler,	Bear Bounties, Westmorland,	10 0 0
457	Hon. Chas. Fisher,	King's College Endowment,	250 0 0
458	Robert Stevens,	For the services of his Steara Tug at Miramichi,	100 0 0
459	Dr. Wm. Bayard,	To meet expenses of the Board of Health, St. John,	50 0 0
461	George J. Dibblee,	Bear Bounties, Sunbury,	10 0 0
462	John Ansley,	As Clerk of the Board of Health, St. John,	37 10 0
463	Saml. Thompson,	Bear Bounties, Northumberland,	10 0 0
464	D. B. Raymond,	Jury Fees, Victoria,	15 0 0
465	David W. Jack,	Do. Charlotte,	20 13 0
467	Isaac L. Bedell,	Do. Saint John,	13 3 0
470	Cudlip and Snider,	Amount advanced to Thomas Regan, expenses to and from Canada as a witness in the trial of John Langrill,	11 0 0
471	James S. Stevens,	St. Croix Agricultural Society,	50 0 0
473	J. W. Duval,	For teaching the Loch Lomond African School,	12 10 0
474	John Simpson,	On account of Government Printing,	1500 0 0
475	James Hogg,	Printing 7000 copies of the School Laws and Instructions,	60 0 0
476	Thomas O'Kane,	For teaching the Roman Catholic School at Chatham,	50 0 0
477	Sundry Persons,	Attendance at Training School, 2. George C. Johnson,	6 0 0
479	A. V. G. Wiggins,	Agricultural Society, Sunbury,	77 5 0
480	Postmaster General,	To meet current expenses of the Post Office Department,	500 0 0
482	Chief Com. of Works,	To meet current expenses of his Department,	423 9 11
484	Robert Jardine,	For Railway purposes,	10,000 0 0

Warrants Series 1858, paid by Province Treasurer—Continued.

No.	Names.	Services, &c.	Amount.
485	Provincial Chest,	1. J. A. Harding, Mission to Canada, £25 0 0 2. Alex. Wright, North Shore Steamers, 25 0 0 3. For Insurance of Legislative Library, 30 0 0 4. Hon. C. Fisher, and Hon. A. J. Smith, expenses of their Delegation to England, 171 13 4—	£251 13 4
487	John Kennedy, Serg.,	For apprehending a Deserter from the 62d Regiment,	5 0 0
488	Wm. T. Wilmot,	Bear Bounties, Victoria,	10 0 0
489	Theophilus Desbrisay,	Do. Gloucester,	10 0 0
490	Saml. Thomson,	Bear Bounties, Northumberland,	10 0 0
493	R. Hutchison and others,	To pay salary of the Keeper of Escuminac Light Houses,	100 0 0
495	Robert Gowan,	To pay for Books for the Legislative Library,	135 0 0
498	R. Jardine,	Railway purposes,	15,000 0 0
501	Provincial Chest,	For Protection and Collection of the Revenue, 1858.	6183 19 9
502	Do.	Advanced to the Commissioners of Bay of Fundy Lights,	3070 0 0
503	Do.	Do. do Keeper Emigrant Hospital, St. Andrews,	25 0 0
504	Do.	Amount paid Railway Commissioners by Baring Bros. & Co., £19,079 18 6 Sterling, @ 8 per cent,	22,895 18 2
			£379,388 1 9
Charged to—		Ordinary Revenue,	£87,795 3 9
		Bye Roads,	13,523 1 8
		Railway Construction,	272,999 17 11
		Bay Fundy Lights,	3,463 16 10
		Indian Reserve Fund,	42 5 0
		Sick and Disabled Seamen's Account,	562 17 7
		Emigrant Fund,	143 3 1
		Gulf Lights,	857 15 11
			£379,388 1 9

Treasury, Saint John, 1st November, 1858.

B. ROBINSON, P. T.

No. 2.

ACCOUNT OF WARRANTS, SERIES 1857 AND PRIOR,

Paid by B. Robinson, Province Treasurer, from 1st November 1857, to 31st October 1858.

No.	In whose favour.	Services, &c.	Amount.
1851. 313-325	James Buchana n,	Bye Roads,	£30 0 0
1854. 171	Lewis D. Wigan,	Extra work on Bridge & Road from Fred'n. to Newcastle.	30 0 0
1856. 130	Receiver General.	Granted to W. Fleming to procure Title to Land,	9 10 0
320- 52	Solomon Smith,	Bye Roads,	12 13 6
87	T. Harrison & others,	Do.	10 0 0
1857. 28	Receiver General,	To purchase Lands for several persons,	94 2 0
56	Stockholders,	E. & N. A. Railway, part of balance,	129 0 0
251- 2	Overseers Sackville,	Board of W. Wilkins,	13 0 0
235- 3	James Bent,	Attendance at Training School,	6 0 0
236	Theoph. Desbrisay,	Bear Bounty. County Gloucester,	10 0 0
248	Thomas Gilbert,	On account Election Expenses, Albert,	35 0 0
251	John L. Barberie,	Do. do.	23 0 0
260	James Tibbits,	On account claim on Canada & N. B. Dis. Ter. Fund,	2,000 0 0
264	Central Bank,	To pay Messrs. Beardsley for apprehending and bringing R. Bigger from Grand Falls to York Co. Gaol,	30 0 0
78	J. and S. Glazier,	On account claims against Canada Dis. Ter. Fund,	500 0 0
284- 9	Fabien Ache and Ed. Robicheau;	Bye Roads,	£120 0 0
32	David Kenedy,	Do.	17 3 4

Warrants Series 1857 and prior, paid by Province Treasurer—Continued.

No.	In whose favour.	Services, &c.	Amount.	
284-38	Amos Callot,	Bye Roads,	£5 0 0	
55	J. Cleveland and H Edgett,	Do.	29 0 0	
80	William Parker,	Do.	125 0 0	
89	W. Russel & others,	Do.	57 17 6	
113	Josiah Adams,	Do.	10 0 0	
114	Philip Mosher,	Do.	41 6 8	
119	William Mackin,	Do.	10 0 0	
126	Philip Mosher,	Do.	7 10 0—	
			£425 17 6	
303-1	Martha Yerxa,	Attendance at Training School,	6 0 0	
330-8	Mary Pratt,	Pension,	10 0 0	
315	Theoph. Desbrisay,	Bear Bounty, Gloucester County,	10 0 0	
331-6	Sophia McGowan,	School Teacher, Saint John,	£17 10 0	
14	Mary McIntosh,	Do. Restigouche,	17 10 0—	
341-3	D. Hanington,	Indian Commissioner, Westmorland,	15 0 0	
354-1	Angus McBean,	Attendance at Training School,	6 0 0	
367	George Morton,	} Commissioners of Work,	} £20 0 0	
	George Burnet,			30 0 0
	George Wilson,			150 0 0—
369	Lewis P. Fisher,	Return Duties,	23 2 6	
379-3	Gilbert Wall,	Attendance at Training School,	6 0 0	
386	Rufus S. Chandler,	Jury Fees, Kent County,	83 14 6	
388	T. R. Wetmore,	Inspector of Schools, Queen's County,	40 7 6	
389	Donald Stewart,	Jury Fees, Restigouche County,	29 17 6	
408-5	Thomas Gilbert,	For balance of Election expenses,	£16 4 11	
7	Henry W. Baldwin,	Do. do.	41 16 0	
10	Samuel Dickinson,	Do. do.	31 10 0	
11	J. W. Winslow,	Do. do.	49 11 5—	
			139 2 4	
414-1	M. J. Clements,	Attendance at Training School,	6 0 0	
417	Edward Williston,	Bear Bounty, Northumberland County,	10 0 0	
419	J. C. Pinquet,	Inspector of Schools, Victoria County,	12 10 0	
421-1	M. A. Fitzgerald,	Attendance at Training School,	£6 0 0	
2	Jane Reud,	Do. do.	6 0 0—	
			12 0 0	
424	D. B. Raymond,	Jury Fees, Victoria County,	5 7 0	
430	Edward Williston,	Bear Bounties, Northumberland County,	10 0 0	
431	James McLauchlan,	Jury Fees, Carleton County,	23 5 0	
432-1	Tobias Addy,	Attendance at Training School,	£6 0 0	
2	Martha Lowe,	Do. do.	6 0 0	
3	Catherine Fulkins,	Do. do.	6 0 0—	
			18 0 0	
435	George J. Dibblee,	Bear Bounties, York County,	10 0 0	
436	Hon. Robert Gordon,	For attending Small Pox Patients in 1856,	12 0 0	
441	Wm. A. McLean,	Taking two Prisoners from York Co. to Penitentiary,	6 15 0	
442	Overseers of Poor,	Hopewell: maintaining a sick Seaman,	17 19 0	
443	Provincial Secretary,	For G. L. Hatheway, Railway Director,	10 0 0	
444	Chief Com. Works,	To meet expenses of his Department,	280 0 0	
446-3	James Graham,	Bye Roads,	£70 0 0	
4	Samuel Girvan,	"	120 0 0	
5	Peter Robicheau,	"	40 0 0	
7	Joseph Doherty,	"	20 0 0—	
			250 0 0	
448	Postmaster General,	To pay Ferry-men for services in 1856,	69 10 0	
450-1	Hon. Neville Parker,	Judge Supreme Court,	£200 0 0	
2	" J. M. Johnson,	Postmaster General,	150 0 0	
3	" W. H. Steeves,	Chief Commissioner Board of Works,	150 0 0	
4	B. Robinson,	Province Treasurer,	125 0 0	
5	William Carman,	Clerk Supreme Court,	75 0 0	
6	William Smith,	Controller, Saint John,	68 15 0	
7	William Clawson,	Clerk to Controller, Saint John,	37 10 0	
8	J. M. d'Avray,	Superintendent of Schools,	62 10 0	
9	E. H. Duval,	Training Schools,	50 0 0	
10	E. Outhouse, and W. Foster,	Assistant Teachers at Training School,	15 0 0	
11	Sarah Longmaid,	Do. do.	12 10 0	
12	Wm. M. Smith,	Inspector of Steam Boats,	50 0 0	
14	Michael White,	Assistant Clerk Supreme Court,	25 0 0—	
			1021 5 0	

Warrants Series 1857 and prior, paid by Province Treasurer—Continued.

No.	In whose favour.	Services, &c.	Amount.
451-	1 Elisha Hopper,	Attendance at Training School,	£6 0 0
	2 Elizabeth Thompson,	Do. do.	6 0 0
	3 Mary Cochran,	Do. do.	6 0 0-
	152 Isaac L. Bedell,	Jury Fees, Saint John County,	19 5 6
	155 George Sutherland,	Balance for Protection and Collection of Revenue,	378 6 8
			£6152 10 6
	Charged to—Ordinary Revenue,		£5982 11 6
	Railroad Construction,		139 0 0
	Sick and Disabled Seamen's Account,		30 19 0
			£6152 10 6

Treasury, Saint John, 1st November, 1858.

B. ROBINSON, P. T.

No. 3.

ACCOUNT OF SCHOOL WARRANTS, SERIES 1858, AND PRIOR,

Paid by B. Robinson, Province Treasurer, from 1st November 1857, to 31st October 1858.

1856.		1857.		
4266	Wm. M'Dermott,	£2 10 0	767 Hugh Mount,	£2 6 10
4099	Maria Howe,	8 15 0	8 John Clarke,	11 5 0
4665	Sophia Cyr,	13 2 6	9 Thos. Wright,	12 10 0
4672	Mary Hamilton,	8 15 0	770 Hugh Moore,	18 15 0
5010	Robert Hallett,	4 13 9	1 Alex. M'Laughlan,	18 15 0
			2 James Brisland,	11 5 0
			3 Mark Neville,	15 0 0
53	Francis Browne,	4 7 6	4 Moody M'Guire,	11 5 0
132	Wm. Clarke,	13 2 6	5 Hannah Barker,	13 15 0
156	Mary M'Luskey,	1 9 2	6 Eliza Needham,	13 15 0
352	Elizabeth Johnstone,	13 15 0	7 Catharine Blair,	13 15 0
355	Thos. Boyd,	11 5 0	8 Mary Hopkins,	13 15 0
544	Maria Howe,	4 7 6	9 Joanna Peters,	13 15 0
653	Robert M'Intyre,	18 15 0	780 Louisa Wright,	11 5 0
654	Caroline Atkinson,	8 15 0	1 Adeline Thomas,	3 15 0
708	Arthur Park,	2 10 0	2 Martha M'Laughlin,	8 15 0
739	Eliz. Keating,	5 9 4	3 Jesse Bonnell,	8 15 0
747	Cath. Estey,	2 3 9	4 A. Beckwith,	8 15 0
8	John Lynch,	5 0 0	5 John R. Egan,	18 15 0
9	John Boles,	3 15 0	6 Philip Cliff,	16 17 6
750	Levi Sharpe,	18 15 0	7 Joseph Hallett,	15 0 0
1	Joseph Brass,	15 0 0	8 Charles Jacobs,	15 0 0
2	Mary A. M'Luskey,	11 13 4	9 Robert Thompson,	15 0 0
3	Ann Flewelling,	8 15 0	790 George Carter,	11 5 0
4	Hannah Kelly,	8 15 0	1 Cyrus Perkins,	11 5 0
5	Eliz. Philips,	8 15 0	2 Edward Patterson,	14 3 4
6	Mary Meighan,	8 15 0	3 Susannah Huestis,	13 15 0
7	Wm. Parker,	18 15 0	4 Louisa Marsh,	8 15 0
8	Chas. J. Burpee,	15 0 0	5 Arthur Bully,	11 5 0
9	Peter Yeamans,	11 5 0	6 Samuel Wright,	11 5 0
760	Maria Townsend,	8 15 0	7 Angus M'Bain,	11 5 0
1	Wm. Quinn,	11 5 0	8 Eliz. Dore,	5 16 8
2	Ed. Murray,	11 5 0	9 George N. Jones,	7 10 0
3	Mary Carman,	8 15 0	800 Alex. M'Lean,	7 10 0
4	George Stewart,	18 15 0	1 James Hartin,	5 12 6
5	Ellen Lynch,	8 15 0	2 Charles Barker,	5 12 6
6	Andrew Mageehan,	11 5 0	3 Eliz. Lyons,	8 15 0

School Warrants, Series 1858 and prior, paid by Province Treasurer—Continued.

804	George Jones,	£15	0	0	864	Elisha Case,	£11	5	0
5	Edgar Hanson,	15	0	0	5	C. Cowperthwaite,	13	15	0
6	Samuel Mackey,	12	10	0	6	Eliza Vincent,	8	15	0
7	John Gunter,	5	12	6	7	John Boyce,	11	5	0
8	Mary Nutter,	13	15	0	8	Charles Vesey,	15	0	0
9	Caroline Carvill,	8	15	0	9	Jane Millican,	13	15	0
810	Catherine M'Dowell,	8	15	0	870	John Frazer,	15	0	0
1	Eliz. Johnstone,	8	15	0	1	Richard Folkins,	7	10	0
2	James Laird,	15	0	0	2	David Rouse,	11	5	0
3	John M'Kenzie,	15	0	0	3	George Caldwell,	11	5	0
4	Wm M'Dermott,	15	0	0	4	Charles Kieth,	11	5	0
5	Annie Currie,	13	15	0	5	David Dunham,	11	5	0
6	John Thompson,	15	0	0	6	John Raymond,	11	5	0
7	Owen M'Lauchlan,	13	2	6	7	Joseph Smith,	11	5	0
8	Daniel Murphy,	11	5	0	8	Margaret Kieth,	13	15	0
9	Matthew Barrett,	18	15	0	9	A. Sharp,	8	15	0
820	Jonas Clarkson,	18	15	0	880	James Plume,	11	5	0
1	Jane Taylor,	8	15	0	1	James Smith,	11	5	0
2	Joseph Barnes,	8	15	0	2	Wm. Campbell,	11	5	0
3	Martin Nunan,	11	5	0	3	Eliza Long,	8	15	0
4	Emeline Smith,	8	15	0	4	Lydia Kierstead,	8	15	0
5	John Bull,	18	15	0	5	John Hayter,	22	10	0
6	George Johnstone,	18	15	0	6	Charles Bothwick,	11	5	0
7	Robert Fish,	11	5	0	7	Olivia Williams,	13	15	0
8	Robert Hallett,	18	15	0	8	J. Downey,	11	5	0
9	Hugh Mount,	8	8	9	9	George Rice,	16	17	6
830	Wm. Tweedale,	18	15	0	890	C. Whelpley,	13	15	0
1	Huldah Debow,	11	5	0	1	Eliza Porter,	13	15	0
2	Arthur Pack,	15	0	0	2	Patrick M'Briarty,	15	0	0
3	John W. Titus,	15	0	0	3	Thomas Davis,	15	0	0
4	Philip Carey,	11	5	0	4	Samuel Cromwell,	15	0	0
5	George Coates,	11	5	0	5	George A. Riecker,	11	5	0
6	C. Faulkner,	11	5	0	6	Elizabeth M'Naughton,	8	15	0
7	Mary Megarity,	11	5	0	7	Margaret Spragg,	11	5	0
8	Robert Williams,	15	0	0	9	Henry Vasey,	11	5	0
9	Betsey Ashe,	8	15	0	900	Matilda Cromwell,	13	15	0
840	Patrick Casey,	18	15	0	1	Sarah Yandal,	8	15	0
1	Alfred Baxter,	7	10	0	2	John Robertson,	15	0	0
2	Timothy Murphy,	11	5	0	3	Deborah Purdy,	13	15	0
3	Isaac Tranton,	11	5	0	4	Clarissa Spragg,	11	5	0
4	James Dunn,	7	10	0	5	Mary King,	8	15	0
5	Ellen Fawcett,	13	15	0	6	John Caulfield,	18	10	10
6	Jemima Pickle,	5	12	6	7	Robert Limond,	15	0	0
7	Rebecca Steves,	13	15	0	8	George Irvine,	15	0	0
8	Elizabeth Godard,	13	15	0	9	Mary Whelpley,	11	5	0
850	Cynthia Bardow,	13	15	0	910	John M'Intosh,	18	15	0
1	Andrew Sprague,	22	10	0	1	Hannah Raymond,	13	15	0
2	Wm. Somerville,	15	0	0	2	Ann J. M'Carron,	13	15	0
3	J. Cruikshank,	11	5	0	3	Martin O'Mealey,	11	5	0
4	Walter Chaloner,	11	5	0	4	Clarissa Raymond,	13	15	0
5	Mary Hicks,	13	15	0	5	Robert King,	18	15	0
6	Lydia Jenks,	13	15	0	6	Douglas Chapman,	18	15	0
7	Wm. Thompson,	15	0	0	7	Rufus Gooden,	18	15	0
8	James Simpson,	11	5	0	8	George Irvin,	11	5	0
9	Pamelia M'Almon,	13	15	0	9	James King,	11	5	0
860	Lavinia Forest,	8	15	0	920	William Barnes,	11	5	0
1	James Rae,	15	0	0	1	Rufus Wrey,	7	10	0
2	John Cruikshank,	11	5	0	2	Mary Keillor,	8	15	0
3	W. Snow,	11	5	0	3	August Wood,	8	15	0

School Warrants, Series 1858 and prior, paid by Province Treasurer—Continued.

924	Mary Burns,	£8 15 0	982	Caleb Palmer,	£7 10 0
5	Isabell Davidson,	8 15 0	3	Edna Cole,	8 15 0
6	Eliza Brennan,	8 15 0	4	Ann King,	8 15 0
7	Mary Buckerfield,	8 15 0	5	Annabella Wood,	8 15 0
8	Elijah Carey,	8 15 0	6	Almira Fawcett,	8 15 0
9	Philip Oullett,	5 12 6	7	Sarah Chubbuck,	8 15 0
930	Jerome Belleveue,	11 5 0	8	William King,	18 15 0
1	Celiste Richard,	11 5 0	9	Elizabeth Lawrence,	13 2 6
2	Damion Bristol,	11 5 0	990	Sarah Bowser,	8 15 0
3	H. Godet,	11 5 0	1	James M'Curdy,	18 15 0
4	Hector M'Nieven,	11 5 0	2	Samuel Wycman,	15 0 0
5	Alex. Bellevidere,	11 5 0	3	William Sommers,	11 5 0
6	Francis Legere,	16 17 6	4	Edward Groundwater,	11 5 0
7	Abigail Batson,	11 5 0	5	Floring Richard,	11 5 0
8	Hannah Bell,	11 5 0	6	George Cruikshank,	15 0 0
9	S. M. Chapman,	7 5 10	7	James Doherty,	11 5 0
940	John P. Jones,	18 15 0	8	John Wiseman,	9 7 6
1	Isaac Alward,	15 0 0	9	Parmela Boyd,	13 15 0
2	Wm M'Kenzie,	11 5 0	1000	Mary Reed,	13 15 0
3	Ann Jordan,	13 15 0	1	Catharine Hennesey,	13 15 0
4	H. Perrigo,	8 15 0	2	Mary Mills,	13 15 0
5	Barbara Alward,	8 15 0	3	Sarah Prince,	8 15 0
6	Jane Dobson,	8 15 0	4	Catb. Wetherston,	8 15 0
7	B. Corrigan,	15 0 0	5	Maria Stevens,	8 15 0
8	James Dalton,	11 5 0	6	Ann Mills,	8 15 0
9	William Foxlow,	11 5 0	7	Catharine Trites,	8 15 0
950	Thomas Casey,	11 5 0	8	William Anderson,	18 15 0
1	William Hardie,	11 5 0	9	Arch. Glendenning,	11 5 0
2	Margaret Fillmore,	11 5 0	1010	James Girvan,	11 5 0
3	Jude Burk,	11 5 0	1	Cain Spillaine,	11 5 0
4	C. Vanbuskirk,	10 0 0	2	Mary Gifford,	13 15 0
5	Gilbert Wall,	7 10 0	3	Mary Dwyer,	8 15 0
6	Mary Atkinson,	8 15 0	4	Ann O'Connor,	8 15 0
7	Julia Beckwith,	8 15 0	5	Mary A. Johnstone,	8 15 0
8	Jane Crawford,	8 15 0	6	Benjamin Richard,	22 10 0
9	Charlotte Wall,	8 15 0	7	Elijah Richardson,	2 18 4
960	Edward Tait,	18 15 0	8	Eliza Graham,	8 15 0
1	John M'Ginlay,	11 5 0	9	Mary M'Beath,	8 15 0
2	Gilbert Gooden,	11 5 0	1020	Richard Jackson,	11 5 0
3	Thomas LeBlanc,	11 5 0	1	Thomas Hickey,	11 5 0
4	Wesley Colpits,	11 5 0	2	George P. Davis,	11 5 0
5	Y. Dupry,	11 5 0	3	Sarah Foster,	13 15 0
6	Max. Richard,	11 5 0	4	Mary Grace,	8 15 0
7	Robert Tingley,	11 5 0	5	Sarah Lyon,	8 15 0
8	Juste Hache,	11 5 0	6	Jane Murray,	8 15 0
9	Maurice Belleveue,	11 5 0	7	Mary Murray,	8 15 0
970	D. Belleveue,	11 5 0	8	Jane Sowerby,	8 15 0
1	E. Melancon,	11 5 0	9	Celestia Hebert,	11 5 0
2	D. Landry,	11 5 0	1030	Charles Gauselin,	11 5 0
3	Eliza Hanington,	13 15 0	1	Alexander Landry,	11 5 0
4	Annie M'Phail,	8 15 0	2	Mary Maillet,	13 15 0
5	Jane M'Curdy,	8 15 0	3	Caroline Dixon,	13 15 0
6	James Bent,	21 13 4	4	Mary M'Phail,	13 15 0
7	James Wilkins,	15 0 0	5	Cyprain Dionne,	11 5 0
8	Giles Smith,	11 5 0	6	John Glendenning,	11 5 0
9	Thomas Armstrong,	11 5 0	7	Margaret Richard,	8 15 0
980	Theophilus Cowdell,	11 5 0	8	Thomas Marshall,	11 5 0
1	Mary Gallagher,	11 5 0	9	Rose Maillet,	8 15 0

School Warrants, Series 1858 and prior, paid by Province Treasurer—Continued.

1040	Eugene Richard,	£11 5 0	1099	Louis Savoy,	£11 5 0
1	Robert Richard,	11 5 0	1100	Sylvain Cormeau,	11 5 0
2	Rosalie Maillette,	4 7 6	1	Honora Hurlihy,	8 15 0
3	Wm. M'Kay,	15 0 0	2	Hannah M'Farlane,	8 15 0
4	James Christal,	11 5 0	3	Mary Beattie,	8 15 0
5	Jane Christal,	8 15 0	4	David Frazer,	11 5 0
6	H. Renouard,	15 0 0	5	P. Kelley,	11 5 0
7	H. LeBlanc,	11 5 0	6	Michael Ready,	11 5 0
8	John LeBlanc,	11 5 0	7	James DeBourke,	30 0 0
9	Sylvan Budro,	11 5 0	8	James M'Laggan,	11 5 0
1050	James Wells,	34 7 6	9	Michael M'Namara,	11 5 0
1	Antoine Gerourd,	11 5 0	1110	William Hogan,	11 5 0
2	John Lawlor,	18 15 0	1	Mary A. Wasson,	8 15 0
3	John Hamilton,	15 0 0	2	Asael Wells,	18 15 0
4	James Johnston,	15 0 0	3	John Jonah,	18 15 0
5	Charles Antony,	11 5 0	4	Rosewell Wilbur,	18 15 0
6	John Ferguson,	11 5 0	5	John Bishop,	15 0 0
7	Wm. Drummond,	11 5 0	6	James Carnwath,	32 16 3
8	Jane Brander,	13 15 0	7	Alonzo Peck,	5 12 6
9	Eliza Hickey,	13 15 0	8	Zeliah M'Almon,	13 15 0
1060	Margaret Lawlor,	13 15 0	9	Naomi Stiles,	8 15 0
1	Catherine Burchell,	8 15 0	1120	Barnford Duffy,	18 15 0
2	John Curran,	15 0 0	1	Howard Steves,	18 15 0
3	John Hinchey,	15 0 0	2	Daniel Curry,	11 5 0
4	James Henderson,	11 5 0	3	James Pearson,	11 5 0
5	R. Richardson,	13 15 0	4	John Haggart,	10 6 3
6	Ann Quinlon,	13 15 0	5	Lavinia M'Latchey,	11 5 0
7	Catherine Tweedy,	8 15 0	6	Rachel Steves,	11 5 0
8	Jessie M'Donald,	8 15 0	7	Mary Wallace,	13 15 0
9	Christina Ritchie,	8 15 0	8	Elijah Smyth,	8 15 0
1070	Sarah Wynne,	8 15 0	9	Allan Peck,	11 5 0
1	James Creighton,	11 5 0	1130	Chipman Bishop,	11 5 0
2	George M'Neill,	18 15 0	1	William Smyth,	11 5 0
3	George Smith,	15 0 0	2	Lucy Stiles,	13 15 0
4	Mary A. Williston,	8 15 0	3	Sabina Shaw,	13 15 0
5	Ann Massum,	8 15 0	4	Mary Stiles,	11 5 0
6	Mary Shaw,	8 15 0	5	Sarah Calhoun,	8 15 0
7	Patrick Flannagan,	11 5 0	6	Catharine Stiles,	8 15 0
8	George Stephenson,	11 5 0	7	James Ryan,	15 0 0
9	D. Shagr�en,	11 5 0	8	George Burnett,	11 5 0
1080	William Curtiss,	11 5 0	9	Sarah Taylor,	13 15 0
1	John Ronayne,	11 5 0	1140	A. Archibald,	11 5 0
2	Sarah Tweedy,	8 15 0	1	C. Gallagher,	8 15 0
3	George Parker,	18 15 0	2	Mary Edgett,	7 13 1
4	John Sharp,	11 5 0	3	James Seely,	11 5 0
5	J. Jamieson,	11 5 0	4	John Pearson,	11 5 0
6	George Crocker,	11 5 0	5	Joshua Wilson,	11 5 0
7	Michael Maher,	11 5 0	6	James Lang,	11 5 0
8	J. Carnault,	11 5 0	7	William Taylor,	18 15 0
9	Farrell Reilly,	11 5 0	8	Samuel M'Auliffe,	11 5 0
1090	Mary A. Cummings,	8 15 0	9	Benjamin Keith,	10 0 0
1	Margaret M'Lauchlan,	8 15 0	1150	Deborah Rideout,	8 15 0
2	Mary Shanahan,	8 15 0	1	Mary Rodgers,	8 15 0
3	Joseph Jollison,	11 5 0	2	Mary Rideout,	8 15 0
4	William Noble,	11 5 0	3	William Brannen,	18 15 0
5	David Lynch,	11 5 0	4	Michael M'Grath,	11 5 0
6	James Gagnor,	11 5 0	5	Robert Boyd,	11 5 0
7	Archibald Cameron,	11 5 0	6	Charles Gibson,	15 0 0
8	James Muirhead,	11 5 0	7	Hannah Wolhaupter,	8 15 0

School Warrants, Series 1858 and prior, paid by Province Treasurer—Continued.

1158	Eliza Savage,	£4	7	6	1218	Thomas Loane,	£11	5	0
9	Joseph Dixon,	15	0	0	9	Antoine Degrace,	11	5	0
1160	B. Lynch,	15	0	0	1220	Elizabeth M'Donald,	11	5	0
1	Donald M'Donald,	11	5	0	1	Mary Calman,	8	15	0
2	John Wallace,	11	5	0	2	Mary Roy,	8	15	0
3	William Read,	15	0	0	3	Mary Ann Loane,	8	15	0
4	Mary S. Taylor,	13	15	0	4	John Hornibrook,	11	5	0
5	Emma Clements,	13	15	0	5	John Little,	11	5	0
6	Isabel Wolhaupter,	13	15	0	6	Cor. Coughlan,	11	5	0
7	Mary Jacob,	13	15	0	7	Daniel Sweeney,	11	5	0
8	Eliza Smith,	11	5	0	8	Ann Knowles,	8	15	0
9	Isabel Williams,	8	15	0	8	Louisa Little,	8	15	0
1170	Matilda Beardsley,	8	15	0	1230	Catherine Hodnett,	8	15	0
1	Elizabeth M'Indoe,	8	15	0	1	Francis Parrott,	8	15	0
2	Matilda Hailley,	6	17	6	2	Ann Ellis,	8	15	0
3	Robert Caldwell,	18	15	0	3	Robert Ellis,	18	15	0
4	W. E. Summers,	11	5	0	4	Robert Ellis,	16	17	6
5	Martha Squiers,	13	15	0	5	William Flowers,	11	5	0
6	Mary Giberson,	13	15	0	6	Narcisse Polier,	11	5	0
7	Robert Glen,	25	0	0	7	Lucy Doucett,	8	15	0
8	Jacob Hovey,	11	5	0	8	Mary Russel,	8	15	0
9	Samuel Crawford,	46	19	4	9	Elizabeth Millar,	8	15	0
1180	Arthur Taylor,	18	15	0	1240	D. LeBlanc,	11	5	0
1	William Gray,	18	15	0	1	H. Sormany,	11	5	0
2	Ivory Kilburn,	18	15	0	2	Charlotte Baldwin,	8	15	0
3	Charles Wolhaupter,	11	5	0	3	John Legere,	11	5	0
4	Henry Smith,	11	5	0	4	Louis Hache,	11	5	0
5	Mary O'Neal,	13	15	0	5	H. Brideau,	11	5	0
6	Mary Wolhaupter,	8	15	0	6	Susan Wiggins,	13	15	0
7	Lucy Carvill,	8	15	0	7	Mary Starkey,	13	15	0
8	Louiza Beardsley,	8	15	0	8	Samuel Knight,	15	0	0
9	Catherine Yerxa,	8	15	0	9	H. Patterson,	5	12	6
1190	William M'Clintock,	11	5	0	1250	Joseph M'Donald,	15	0	0
1	Helen Philips,	13	15	0	1	James Clarke,	16	17	6
2	Lucey Hovey,	8	15	0	2	David Murray,	11	5	0
3	Mary A. Raymond,	8	15	0	3	Esther Howe,	13	15	0
4	Samuel Shaw,	16	17	6	4	William Haughton,	18	15	0
5	William Corey,	11	5	0	5	William M'Donald,	11	5	0
6	Edward Irvine,	11	5	0	6	Joseph Barnes,	13	2	6
8	Hugh M'Grath,	11	5	0	7	Hector M'Kay,	11	5	0
9	Isaac Lawrence,	11	5	0	8	John Frazer,	15	0	0
1200	John Keys,	11	5	0	9	Owen Barnes,	13	15	0
1	Matilda Beardsley,	8	0	5	1260	James Kinnealey,	11	5	0
2	Donald Stewart,	22	10	0	1	Thomas Morrisey,	15	0	0
3	Eliza Michard,	8	15	0	2	Solomon Parlee,	22	10	0
4	Mary Perrott,	8	15	0	3	Lavinia Riley,	7	5	10
5	Jane M'Iver,	8	15	0	4	Catherine Buchanan,	16	17	6
6	Archibald M'Allister,	11	5	0	5	Thomas Leonard,	18	15	0
7	H. Howard,	11	5	0	6	Charles Kinsley,	4	4	4
8	Donald Cook,	11	5	0	7	Dennis Murphy,	11	5	0
9	Robert Chalmers,	9	16	10	8	Henry Wiggins,	18	15	0
1210	William Pollock,	11	5	0	9	Robert M'Intyre,	18	15	0
1	R. Chamberlain,	11	5	0	1270	John Magee,	30	0	0
2	Donald M'Allister,	11	5	0	1	Sarah Cutler,	20	12	6
3	James Shea,	16	17	6	2	H. Snodgrass,	13	15	0
4	J. Boudreault,	11	5	0	3	George Keith,	5	12	6
5	William Walsh,	11	5	0	4	Cor. Atkinson,	7	5	10
6	James Muir,	11	5	0	5	Abram M'Donald,	25	0	0
7	James Kelley,	11	5	0	6	William Milroy,	18	15	0

School Warrants, Series 1858 and prior, paid by Province Treasurer—Continued.

1277	George M'Leod,	£15 0 0	1336	James Gaffeny,	£9 7 6
8	Martha Coy,	6 17 6	7	Sarah Garcelon,	13 15 0
9	Noble Downey,	20 0 0	8	Elizabeth M'Kinney,	8 15 0
1280	Joseph Wyard,	11 5 0	9	Sarah M'Namara,	8 15 0
1	James Reid,	18 15 0	1340	A. Collins,	8 7 8
2	Sarah Davis,	11 5 0	1	A. B. Tayte,	15 0 0
3	Ellen DeVeber,	8 15 0	2	Alexander M'Intosh,	11 5 0
4	Catherine Wiggins,	5 16 8	3	Mary Mann,	13 15 0
5	John Timmins,	11 5 0	4	Jane Gilley,	13 15 0
6	Henry Vradenburgh,	9 7 6	5	Eliza Thompson,	13 15 0
7	Benjamin Hayes,	11 13 4	6	Dorah Tayte,	11 5 0
8	Charles M'Kenzie,	2 10 0	7	M. Dewar,	8 15 0
9	Samuel Webb,	16 17 6	8	Maria Hanson,	8 15 0
1290	Stephen Moore,	11 5 0	9	Harriet Mowat,	8 15 0
1	Lucy Welch,	8 15 0	1350	B. M'Dearmid,	8 15 0
2	Mathew Wall,	9 7 6	1	Catharine Mann,	11 5 0
3	Michael Boyd,	15 0 0	2	James Brown,	18 15 0
4	John O'Mar,	18 15 0	3	Elizabeth Macartney,	8 15 0
5	David Willigar,	22 10 0	4	Lydia M'Williams,	8 15 0
6	Mary Murray,	6 17 6	5	Mary Hanson,	8 15 0
7	S. Vantassel,	8 15 0	6	Sarah Cookson,	8 15 0
8	Richard Thompson,	15 0 0	7	Hugh Copely,	15 0 0
9	Michael Furlong,	15 0 0	8	Lucy Kindred,	13 15 0
1300	Adelaide Price,	13 15 0	9	Donald Livingstone,	18 15 0
1	Elizabeth Starkey,	13 15 0	1360	Thomas O'Malley,	11 5 0
2	Thomas Boyd,	11 5 0	1 & 2	J. M'Garrigle,	18 15 0
3	May M'Lauchlan,	8 15 0	3	Edward Seavers,	18 15 0
4	Robert Robertson,	16 17 6	4	James Dorr,	18 15 0
5	John Kinnealey,	18 15 0	5	Robert Clarke,	11 5 0
6	Walter Gilley,	15 0 0	6	John M'Donaghue,	11 5 0
7	William M'Stay,	11 5 0	1367	F. E. Moore,	13 15 0
8	Helen Stevenson,	14 11 8	8	Emily Brown,	13 15 0
9	Grace Gilley,	13 15 0	9	Mary Rodgers,	13 15 0
1310	Catharine Swift,	13 15 0	1370	M. Atherton,	13 15 0
1	Joanna Grant,	11 5 0	1	Ann Baxter,	13 2 6
2	Barbara Morrison,	11 5 0	2	Jane Ross,	13 2 6
3	Nancy Robinson,	8 15 0	3	Mary Couler,	13 15 0
4	Charlotte Clarke,	8 15 0	4	Mary Bell,	11 5 0
5	Mary Evans,	8 15 0	5	E. E. Fuller,	8 15 0
6	Francis Porter,	8 15 0	6	Mary Carlyle,	8 15 0
7	Alice Stinson,	8 15 0	7	Emily Young,	8 15 0
8	Mercy Simpson,	8 15 0	8	Jesse Thompson,	8 15 0
9	Isabella Stevenson,	11 5 0	9	Flora Morrison,	4 7 6
1320	Catherine M'Cready,	8 15 0	1380	Sarah Ray,	8 15 0
1	Robert Gillis,	11 5 0	1	Ann Ray,	8 15 0
2	Hugh Morrison,	10 0 0	2	Isabella Fogy,	8 15 0
3	Scheyler Frink,	5 12 6	3	Ellen Walsh,	8 15 0
4	Margaret Campbell,	13 15 0	4	Elizabeth Heffer,	8 15 0
5	B. M'Leod,	11 5 0	5	Harriet Baxter,	8 15 0
6	Mary M'Donald,	8 15 0	6	A. Upton,	11 5 0
7	Lavinia Hill,	8 7 8	7	Samuel Buhot,	15 0 0
8	William Barber,	11 5 0	8	Alex. Greenlaw,	15 0 0
9	Samuel Macartney,	11 5 0	9	Daniel Larkin,	11 5 0
1330	Jane Sime,	8 15 0	1390	James Tewkesbury,	11 5 0
1	Thomas Gimmell,	18 15 0	1	Alexander Chaffey,	8 15 0
2	John Williams,	15 0 0	2	Sarah Carson,	8 15 0
3	Jane M'Niell,	6 17 6	3	Mary Stivers,	8 15 0
4	James King,	15 0 0	4	Patience Johnson,	8 15 0
5	S. M'Gowan,	11 5 0	5	Edward Withers,	25 0 0

School Warrants, Series 1858 and prior, paid by Province Treasurer—Continued.

1396	Michael Donavan,	£20	6	3	1454	Ann Lockett,	£8	15	0
7	Thomas Carter,	18	15	0	5	Emma Gatcomb,	13	2	6
8	John Key,	16	17	6	6	Joseph Robinson,	15	0	0
9	Hugh Morris,	16	17	6	7	Wm. Peakes,	8	15	0
1400	John Foley,	15	0	0	8	Eliza Carlyle,	11	5	0
1	Thomas Gorbell,	15	0	0	9	Hannah Rodgers,	8	15	0
2	Michael M'Girr,	15	0	0	1460	Rachel Hewes,	8	0	5
3	Patrick Bennett,	11	5	0	1	Mary Mills,	8	0	5
4	Michael Kelly,	11	5	0	2	Elizabeth M'Lauchlan,	4	7	6
5	William Gladstone,	11	5	0	3	Richard Ahern,	7	5	10
6	John Farrell,	11	5	0	4	James M'Crea,	11	5	0
7	Ann M'Afee,	8	15	0	5	Ann Richard,	13	15	0
8	Mary Patterson,	8	15	0	6	Elizabeth M'Beath,	8	15	0
9	William Mills,	18	15	0	7	Damien Bourgois,	13	2	6
1410	John Traynor,	18	15	0	8	Louis Gerour,	13	2	6
1	James Ritchie,	18	15	0	9	G. Gallong,	11	5	0
2	Charles Tucker,	18	15	0	1470	Daniel Gillis,	15	0	0
3	John Turner,	18	15	0	1	Alfred Tuthill,	11	5	0
4	George M'Connell,	15	0	0	2	George Stanley,	11	5	0
5	Michael Donnelly,	15	0	0	3	John Tuthill,	17	5	10
6	Charlotte Turner,	13	15	0	4	J. Cruikshank,	11	5	0
7	Sarah Peters,	13	15	0	5	B. Williamson,	16	17	6
8	Jane Wedderburn,	11	5	0	6	Wm. Buchanan,	15	0	0
9	Edward Burke,	18	15	0	7	J. R. Robertson,	15	0	0
1420	Richard Wilson,	18	15	0	8	J. Henderson,	22	10	0
1	Edward Outram,	13	10	10	9	Louisa Peatman,	13	15	0
2	William Timms,	11	5	0	1480	William Mitchell,	11	5	0
3	Charles Abercrombie,	7	10	0	1	Thomas Moore,	10	0	0
4	Margaret Eills,	13	15	0	2	E. Hubble,	7	5	10
5	Sarah Murphy,	11	5	0	3	Wm. Milley,	3	15	0
6	Abraham Tupper,	18	15	0	4	Roger M'Elroy,	3	15	0
7	Robert M'Cann,	15	0	0	5	Lucinda Seely,	8	15	0
8	Eben. Scribner,	15	0	0	6	Samuel Mackey,	6	5	0
9	John Wilson,	15	0	0	7	John Wallace,	5	12	6
1430	John Ring,	15	0	0	8	Rebecca Woodrow,	11	5	0
1	Eugene Rogan,	15	0	0	1490	Lucy Hartt,	13	15	0
2	John Kerr,	11	5	0	1	Margaret Howett,	8	15	0
3	John M'Curt,	11	5	0	4	Allen Jones,	2	16	3
4	John Baird,	11	5	0	5	James Wallis,	15	0	0
5	Joseph Wetmore,	8	18	1	6	Martha Nevers,	8	15	0
6	M. Duval,	13	15	0	7	James Henry,	9	7	6
7	Elizabeth M'Cann,	8	15	0	8	A. Ray,	1	17	6
8	William Sims,	37	10	0	9	Jabez Sims,	1	17	6
9	Thomas Simpson,	18	15	0	1500	Neil Donahue,	11	5	0
1440	Philip Murphy,	11	5	0	1	Stephen Grover,	9	7	6
1	Nathan Porter,	5	12	6	2	J. Lapointe,	11	5	0
2	Jane Floyd,	17	10	0	3	Hilkiah Hiscock,	22	10	0
3	Eliza Walker,	13	15	0	4	C. Hammond,	13	15	0
4	Margaret M'Afee,	13	15	0	5	Thomas Chassey,	11	5	0
5	Hannah Howard,	13	15	0	6	Francis Leveque,	11	5	0
6	Elizabeth M'Gowan,	11	5	0	7	M. Hammond,	4	7	6
7	Elizabeth Mosher,	11	5	0	8	Mary A. M'Lauchlan,	8	15	0
8	Elenor Patterson,	8	15	0	9	Mary Hamilton,	8	15	0
9	John M'Leod,	18	15	0	1510	Murray Cox,	11	5	0
1450	W. T. M'Colla,	11	5	0	1	Patrick O'Conner,	3	8	9
1	A. G. Campbell,	13	15	0	2	Joseph Robinson,	3	15	0
2	Mary Brewster,	15	0	0	3	Thos. Grimmell,	4	13	9
3	W. H. Lockett,	11	5	0	4	Thomas Moore,	2	10	0

School Warrants, Series 1858 and prior, paid by Province Treasurer—Continued.

1515	Hugh M'Grath,	£2	16	3	1573	Eliza Shea,	£8	15	0
6	Charles White,	18	15	0	4	Martha Squires,	13	15	0
7	Chas. Abercrombie,	7	10	0	5	Robert Boyd,	11	5	0
8	Annie Eaton,	9	3	4	6	Harriet Wolhaupter,	8	15	0
9	Mary A. Shaw,	7	10	0	7	Irena Shaw,	8	15	0
1520	Philip Walsh,	9	7	6	8	Lucy Hovey,	8	15	0
1	William Moore,	7	10	0	9	Charles Wolhaupter,	11	5	0
2	Michael Donnelly,	5	0	0	1580	Mary Boyer,	8	15	0
3	S. Pinet,	11	5	0	1	W. W. Brannen,	11	5	0
4	Marianne Daigle,	4	7	6	2	Mary Giberson,	13	15	0
5	Donald Bell,	11	5	0	3	Lydia Gitchell,	8	15	0
6	Bridget Dwyer,	8	15	0	4	Elizabeth Hayes,	8	15	0
7	Alonzo Peck,	11	5	0	5	John Keys,	11	5	0
8	Elizabeth Brewster,	13	15	0	6	Jerusha Smith,	8	15	0
9	Edward Godfrey,	22	10	0	7	Donald M'Donald,	11	5	0
1530	Elisha Hopper,	18	15	0	8	Richard S. Bowser,	12	10	0
1	John Barrett,	11	5	0	9	Hugh M'Grath,	14	1	3
2	John Barrett,	11	5	0	1590	Joseph Dixon,	17	10	0
3	Israel Gross,	11	5	0	1	Eliza Savage,	8	15	0
4	Daniel Curry,	11	5	0	2	Mary Raymond,	8	15	0
5	John Gross,	11	5	0	3	William M'Clintock,	16	17	6
6	James Seely,	7	10	0	4	Rufus Shaw,	11	5	0
7	Jane Duffy,	8	15	0	5	Donald Cameron,	11	5	0
8	Daniel Steves,	11	5	0	6	J. M'Killigan,	11	5	0
9	Olivia Parkin,	8	15	0	7	Sarah A. Currie,	5	16	8
1540	Susannah Rodgers,	8	15	0	8	Robert Caldwell,	18	15	0
1	Winthrop Bishop,	10	6	3	9	Barth. Lynch,	15	0	0
2	John Pearson,	11	5	0	1600	Mary Jacob,	13	15	0
3	Sarah J. Foster,	11	5	0	1	Helen Philips,	13	15	0
4	Naomi Stiles,	8	15	0	2	M. Ellen Garden,	24	1	3
5	James Lang,	11	5	0	3	Emma Clements,	13	15	0
6	Richard Gross,	11	5	0	4	Martha Yerxa,	20	12	6
7	Eliza Marshall,	8	15	0	5	Eliza Smith,	11	5	0
8	A. Archibald,	11	5	0	6	Elizabeth M'Indoe,	8	15	0
9	Sarah Taylor,	13	15	0	7	William Skinner,	23	15	0
1550	Sabina Shaw,	13	15	0	8	Isabell Williams,	8	15	0
1	Allan Peck,	11	5	0	9	M. Clements,	13	15	0
2	Catharine Stiles,	8	15	0	1610	Mary Yerxa,	8	15	0
3	Sarah Calhoun,	5	16	8	1	John Furlong,	22	10	0
4	Zeliah M'Almon,	13	15	0	2	John Wallace,	11	5	0
5	William Taylor,	18	15	0	3	Mary A. Hartt,	11	5	0
6	Walter Roulston,	11	5	0	4	Joseph Brass,	7	10	0
7	Edward Irvine,	11	5	0	5	Annie Sherley,	13	2	6
8	George Stickney,	18	15	0	6	Mary Meighan,	13	2	6
9	Ellen Beardsley,	8	15	0	7	Lydia Smith,	8	15	0
1560	Deborah Rideout,	8	15	0	8	Mary A. M'Cluskey,	2	18	4
1	David M'Auliffe,	11	5	0	9	Mary Shehan,	8	15	0
2	Mary Rideout,	8	15	0	1620	Rodger M'Elroy,	7	10	0
3	W. E. Summers,	11	5	0	1	Abigail Smith,	8	15	0
4	Joseph Squires,	8	15	0	2	Eliza Fowler,	17	3	9
5	William Gray,	18	15	0	3	Mary Simpson,	11	5	0
6	Catharine Reed,	8	15	0	4	George Stewart,	18	15	0
7	Henry Smith,	16	17	6	5	Elizabeth Hubble,	8	15	0
8	Thomas Grinnell,	18	15	0	6	A. Mageehan,	11	5	0
9	Samuel Crawford,	19	8	9	7	Thomas Moore,	5	12	6
1570	John Laverty,	11	5	0	8	Edward Murray,	11	5	0
1	Ivory Kilburn,	18	15	0	9	William Quinn,	11	5	0
2	Mary Duff,	8	15	0	1630	Joseph Jones,	15	0	0

School Warrants, Series 1858 and prior, paid by Province Treasurer—Continued.

1631	Susan Wasson,	£18	6	8	1690	Eleanor Robinson,	£8	15	0
2	Arthur Taylor,	18	15	0	1	James Gaffrey,	10	6	3
3	Foster M'Farland,	15	0	0	2	Samuel M'Gowan,	5	12	6
4	Charles Burpee,	15	0	0	3	Elizabeth Ferguson,	8	15	0
5	J. Williams,	15	0	0	4	James Brown,	18	15	0
6	Mary Fitzgerald,	13	15	0	5	Lydia M'Williams,	8	15	0
7	Elizabeth Redmond,	6	17	6	6	Sarah Cookson,	8	15	0
8	C. Winchester,	8	15	0	7	Elizabeth Macartney,	8	15	0
9	Mary Gatcomb,	8	15	0	8	Eliza Cameron,	6	11	3
1640	Lucy Flagg,	8	15	0	9	Lucy Kindred,	11	9	2
1	Mary Johnstone,	8	15	0	1700	Hugh Copely,	15	0	0
2	Elizabeth Collins,	8	15	0	1	Janet C. Murchie,	13	2	6
3	Edward Seavers,	18	15	0	2	A. M. Andrews,	8	15	0
4	Edward Spencer,	11	5	0	3	Mary Carlyle,	8	15	0
5	Thomas O'Malley,	11	5	0	4	Emily Young,	8	15	0
6	Emily Bothwick,	8	15	0	5	Lucy Burns,	8	15	0
7	W. H. Lockett,	11	5	0	6	Jesse Thompson,	8	15	0
8	Sarah Murphy,	11	5	0	7	Maria Atherton,	13	15	0
9-50	Elizabeth Stickney,	13	15	0	8	James Dow,	18	15	0
1651	Grace Gilley,	13	15	0	9	Caroline Rose,	11	13	4
2	Catharine M'Curdy,	8	15	0	1710	Mary Ann Ham,	8	15	0
3	B. L. Morrison,	11	5	0	1	E. Fuller,	8	15	0
4	Isabel Stevenson,	11	5	0	2	John M'Garragle,	18	15	0
5	Eliza J. Grant,	8	15	0	3	Isabella Fogg,	8	15	0
6	Francis Porter,	8	15	0	4	Amanda Todd,	8	15	0
7	John Kinnealey,	18	15	0	5	Hezekiah Todd,	8	15	0
8	Joanna Grant,	11	5	0	6	Charlotte Watts,	8	15	0
9	Elizabeth Thompson,	13	15	0	7	Charlotte Robinson,	13	2	6
1660	Samuel Macartney,	11	5	0	8	Ann S. Ray,	8	15	0
1	Catharine Swift,	13	15	0	9	A. Upton,	6	5	0
2	H. A. K. Brewster,	15	0	0	1720	Ellen Walsh,	8	15	0
3	Wm. Gilley,	15	0	0	1	Mary C. Rodgers,	13	15	0
4	Rachel Mowat,	8	15	0	2	Robert Gillies,	11	5	0
5	Mary S. Veasey,	8	15	0	3	John Dougherty,	11	5	0
6	Eliza Carlyle,	11	5	0	4	Robert Rogerson,	5	12	6
7	Emily Brown,	13	15	0	5	Amelia Walker,	8	15	0
8	Victoria Smith,	8	15	0	6	Samuel Buhot,	15	0	0
9	James M'Bride,	28	2	6	7	Alex. Greenlaw,	15	0	0
1670	Amanda Collins,	8	15	0	8	Daniel Larkin,	18	15	0
1	Henrietta Kelson,	4	7	6	9	Daniel Deering,	5	12	6
2	William Glass,	16	17	6	1730	Julia Lord,	8	15	0
3	Robert Grant,	15	0	0	1	Charles Barker,	5	12	6
4	Margaret Mann,	13	15	0	2	Alex. M'Lean,	17	10	0
5	H. Mowatt,	8	15	0	3	Elizabeth Lyons,	8	15	0
6	B. M'Diarmid,	8	15	0	4	Samuel Wright,	11	5	0
7	Harriet Mann,	13	15	0	5	Mary Courser,	5	16	8
8	John Boles,	15	0	0	6	Geo. L. Holyoke,	7	10	0
9	John M'Leod,	18	15	0	7	Daniel Boyle,	10	15	7
1680	N. B. Tayte,	15	0	0	8	Benjamin Goodspeed,	18	15	0
1	A. G. Campbell,	13	15	0	9	C. H. M'Kenzie,	22	10	0
2	Mary Scott,	8	15	0	1740	Cyrus Perkins,	11	5	0
3	Ellen Lockett,	8	15	0	1	Philip Cliff,	5	12	6
4	Maria Hanson,	8	15	0	2	Mary Smith,	8	15	0
5	William M'Colla,	11	5	0	3	Charles Jacobs,	12	10	0
6	Abigail Bagley,	8	15	0	4	William Hicklin,	10	0	0
7	Margaret M'Donald,	13	2	6	5	Joseph Hallett,	15	0	0
8	Eliza Evans,	8	15	0	6	Thomas Doughan,	5	12	6
9	Margaret King,	8	15	0	7	Arthur Bully,	5	12	6

School Warrants, Series 1858 and prior, paid by Province Treasurer—Continued.

1748	John Lynch,	£12 10 0	1806	Edgar Hanson,	£15 0 0
9	Teresa Thompson,	9 3 4	7	Nathan Smith,	15 0 0
1750	E. W. Patterson,	15 0 0	8	George Jones,	15 0 0
1	J. R. Egan,	18 15 0	9	David Harris,	11 5 0
2	John Watson,	10 12 6	1810	Samuel Morris,	22 10 0
3	M. M'Lauchlan,	8 15 0	1	James Wallis,	15 0 0
4	Joanna Peters,	13 15 0	2	James Clarkson,	18 15 0
5	E. M'Lauchlan,	13 15 0	3	Jane Taylor,	8 15 0
6	A. B. Estey,	24 15 10	4	Wm. Flowers,	11 5 0
7	Solomon Denton,	18 15 0	5	Frederick Lyrch,	16 17 6
8	Jessie Bonnell,	8 15 0	6	Mary Russel,	8 15 0
9	Adeline Thomas,	8 15 0	7	Elizabeth A. Millar,	8 15 0
1760	Mark Neville,	15 0 0	8	Robert Ellis,	11 5 0
1	Amelia Beckwith,	2 8 7	9	James Armstrong,	16 17 6
2	Alex. M'Laughlin,	18 15 0	1820	Narcisse Potier,	8 15 0
3	Hannah Barker,	13 15 0	1	Lucy Doucett,	8 15 0
4	Lucy A. Hartt,	13 15 0	2	Elizabeth Cormier,	8 15 0
5	Hugh Moore,	18 15 0	3	William Walsh,	11 5 0
6	Mary Hopkins,	13 15 0	4	James Muir,	11 5 0
7	Louisa Wright,	11 5 0	5	James D. Skelley,	16 17 6
8	Cornelius Lanney,	20 12 6	6	Thomas Loane,	11 5 0
9	James Brisland,	5 12 6	7	Mary A. Loane,	8 15 0
1770	Eliza Needham,	13 15 0	8	Elizabeth M'Donald,	11 5 0
1	Isaac Lawrence,	11 5 0	9	James Shea,	11 5 0
2	Martin Nunan,	11 5 0	1830	James Boudreault,	11 5 0
3	Emeline Smith,	8 15 0	1	Mary Ray,	4 7 6
4	Mary E. Jouett,	13 2 6	2	Margaret Calman,	8 15 0
5	Hannah Barker,	13 2 6	3	John L. Legere,	11 5 0
6	John Bull,	15 12 6	4	Louis Hache,	11 5 0
7	Thomas Doughan,	11 5 0	5	Xavier Brideau,	11 5 0
8	Margaret Gillmore,	9 3 4	6	John Flannagan,	11 5 0
9	J. T. W. Brass,	7 10 0	7	Susan Hodnett,	8 15 0
1780	Daniel Murphy,	11 5 0	8	Catherine Hodnett,	8 15 0
1	John Thompson,	15 0 0	9	John Hornibrook,	11 5 0
2	Francis S. Dewitt,	15 0 0	1840	Daniel Sweeney,	11 5 0
3	Owen M'Laughlin,	1 17 6	1	Cornelius Coughlan,	11 5 0
4	Abigail Smith,	8 15 0	2	Peter M'Kernan,	11 5 0
5	A. Megeehan,	5 12 6	3	Anna E. Knowles,	4 7 6
6	James Laird,	15 0 0	4	Ann Ellis,	8 15 0
7	James Barnes,	11 5 0	5	Matthew Collins,	11 5 0
8	John M'Kenzie,	15 0 0	6	Charlotte Baldwin,	8 15 0
9	James Henry,	11 5 0	7	H. A. Sormany,	11 5 0
1790	William M'Dermott,	7 10 0	8	Amos Keith,	15 0 0
1	Angus M'Bain,	10 0 0	9	John Wiseman,	11 5 0
2	Annie E. Currie,	3 8 9	1850	Sylvan Budrot,	11 5 0
3	George Johnston,	18 15 0	1	Louis Girrior,	11 5 0
4	Robert Fish,	7 10 0	2	Gregory Gallong,	11 5 0
5	Allen Jones,	11 5 0	3	John LeBlanc,	11 5 0
6	Harriet Bulley,	7 5 10	4	Antoine Gerourd,	11 5 0
7	Robert Hallett,	18 15 0	5	Alexis Guigon,	11 5 0
8	Matthew Barrett,	9 7 6	6	Robert Richard,	11 5 0
9	Hugh A. Mount,	3 15 0	7	Emeline Maillett,	13 15 0
1800	Henry Lambert,	10 6 3	8	Margaret Dwyer,	8 15 0
1	Catherine M'Donald,	8 15 0	9	John B. Richard,	11 5 0
2	Elizabeth Johnstone,	8 15 0	1860	Eugene Richard,	11 5 0
3	Caroline Carvill,	8 15 0	1	Arch. Glendenning,	11 5 0
4	Margaret Howell,	4 7 6	2	Cain Spillaine,	11 5 0
5	D. Buchanan,	12 10 0	3	Mary A. Johnstone,	8 15 0

School Warrants, Series 1858 and prior, paid by Province Treasurer—Continued.

1864	Ann O'Conner,	£8 15 0	1921	Ruth Wetmore,	£7 5 10
5	Mary E. Gifford,	13 15 0	2	Martin O'Meally,	11 5 0
6	Mary M'Beath,	8 15 0	3	John M'Intosh,	18 15 0
7	Benj. Richard,	11 5 0	4	Thomas Davis,	15 0 0
8	James Girvan,	11 5 0	5	Clarissa Spragg,	11 5 0
9	Mary Hetherington,	13 15 0	6	Deborah Purdy,	13 15 0
1870	Thomas Marshall,	3 15 0	7	John Robertson,	10 0 0
1	Celestia Hebert,	11 5 0	8	Patrick M'Briarty,	15 0 0
2	Cyprian Dionne,	19 13 9	9	Daniel Thompson,	8 15 0
3	Mary M'Phail,	13 15 0	1930	Marg. King,	8 15 0
4	Elizabeth M'Beath,	8 15 0	1	Daniel Gillis,	15 0 0
5	Elizabeth M'Beath,	8 15 0	2	Samuel Cromwell,	15 0 0
6	Caroline Dixon,	13 15 0	3	Matilda Cromwell,	6 17 6
7	A. P. Landry,	11 5 0	4	G. Albert Riecker,	11 5 0
8	Thomas Marshall,	7 10 0	5	Henry Vessey,	11 5 0
9	Rose Maillet,	8 15 0	6	Margaret Spragg,	8 15 0
1880	John Glendenning,	11 5 0	7	Sarah A. Yandale,	8 15 0
1	Charles Gozlin,	11 5 0	8	Thomas M'Lauchlan,	15 0 0
2	Marg. Maillet,	13 15 0	9	George W. Caldwell,	16 17 6
3	Marg. Richard,	8 15 0	1940	John Raymond,	16 17 6
4	George P. Davis,	11 5 0	1	Anna M'Leod,	4 7 6
5	Sarah Foster,	13 15 0	2	Lydia Kierstead,	8 15 0
6	Jane Murray,	8 15 0	3	Martha Gosline,	8 15 0
7	Thomas Hickey,	11 5 0	4	Charles Keith,	11 5 0
8	Margt. Murray,	8 15 0	5	May Keith,	13 15 0
9	Richard Jackson,	11 5 0	6	Alfred S. Baxter,	15 0 0
1890	Sarah Lyon,	8 15 0	7	Philip Casey,	11 5 0
1	Neil M'Kinnon,	11 5 0	8	Caroline Folkins,	13 15 0
2	Mary Grace,	8 15 0	9	George Smith,	11 5 0
3	William J. Rolston,	7 10 0	1950	Jemima Pickle,	16 17 6
4	Mary Haviland,	11 5 0	1	Patrick Casey,	28 2 6
5	Charlotte Whelpley,	13 15 0	2	Elizabeth Godard,	13 15 0
6	George Rice,	5 12 6	3	Finnemore Morton,	12 10 0
7	George Wall,	18 15 0	4	Isaac Tranton,	11 5 0
8	Jeremiah Downey,	11 5 0	5	Janet Murray,	13 15 0
9	Zene M'Queen,	13 15 0	6	Cynthia Bardon,	13 15 0
1900	L. A. Jenks,	13 15 0	7	Timothy Murphy,	11 5 0
1	Fanny Lee,	8 15 0	8	Ellen Fawcett,	13 15 0
2	William Somerville,	15 0 0	9	Thomas Crawford,	11 5 0
3	Mary Hicks,	13 15 0	1960	William Richardson,	11 5 0
4	A. Sprague,	15 0 0	1	John W. Titus,	15 0 0
5	Peter Brennan,	30 0 0	2	Betsey Ashe,	8 15 0
6	Joseph Crookshank,	11 5 0	3	Norman M'Kenzie,	11 5 0
7	James Roe,	15 0 0	4	Mary Johnston,	13 15 0
8	Thomas O'Rielley,	18 15 0	5	J. C. P. Frazee,	15 0 0
9	Char. Coperthwaite,	13 15 0	6	John S. Tabor,	16 17 6
1910	Eliza Vincent,	8 15 0	7	Lavinia Sherwood,	9 3 4
1	Oscar F. Hoyt,	11 5 0	8	Huldah Debow,	11 5 0
2	Michael Boyd,	15 0 0	9	James Simpson,	3 15 0
3	Sophia Foster,	8 15 0	1970	Mary Megarity,	11 5 0
4	Hannah Holden,	8 15 0	1	Charles Faulkner,	11 5 0
5	John A. Boyce,	11 5 0	2	Arthur Park,	22 10 0
6	Elisha Case,	11 5 0	3	Robert Edgar,	11 5 0
7	Ruth Wetmore,	13 15 0	4	B. Williamson,	17 8 9
8-1	Hannah Raymond,	13 15 0	5	John Caulfield,	18 15 0
8-2	Clarissa Raymond,	13 15 0	6	Robert Limond,	14 10 0
9	Moses Mills,	15 0 0	7	Mary Parrott,	8 15 0
1920	S. Caroline Frost,	13 15 0	8	William Buchanan,	15 0 0

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1979	Jane A. Calder,	£11	5	0	2037	Farrel Reilly,	£11	5	0
1980	Mary Whelpley,	11	5	0	8	J. O'Flanagan,	11	5	0
1	Hannah Hierlehy,	8	15	0	9	Margaret M'Lauchlan,	8	15	0
2	Mary Beattie,	8	15	0	2040	Michael Maher,	11	5	0
3	Louis Savoy,	11	5	0	1	Mary Shanahan,	8	15	0
4	Mary Dickson,	8	15	0	2	John Jamieson,	11	5	0
5	Hannah M'Farlane,	8	15	0	3	Barbara Alward,	8	15	0
6	John Callaghan,	11	5	0	4	Elizabeth Akerly,	8	15	0
7	William Hogan,	11	5	0	5	George M'Leod,	15	0	0
8	Michael M'Namara,	11	5	0	6	William Parker,	18	15	0
9	Alex. Esterbrooks,	22	10	0	7	Susan Wiggins,	13	15	0
1990	James DeBurke,	15	0	0	8	Thomas Wright,	15	0	0
1	Mary A. Wasson,	8	15	0	9	John Frazer,	15	0	0
2	George T. Smith,	11	5	0	2050	Hector M'Kay,	9	7	6
3	Sarah Wynne,	13	15	0	1	H. M. F. Wiggins,	18	15	0
4	Ann Quinlon,	13	15	0	2	P. Yeamans,	11	5	0
5	Christiana Ritchie,	8	15	0	3	Esther Howe,	6	17	6
6	J. Muirhead,	11	5	0	4	John Earles,	11	5	0
7	B. Flannagan,	8	15	0	5	Joseph Mullin,	15	0	0
8	James Creighton,	11	5	0	6	Mary Starkey,	13	15	0
9	Catharine Tweedie,	8	15	0	7	Mary Murray,	13	15	0
2000	Mary Shaw,	8	15	0	8	Samuel Knight,	15	0	0
1	Mary A. Williston,	16	0	10	9	W. J. Rolston,	25	0	0
2	Jessie M'Donald,	8	15	0	2060	Mary Vantassel,	13	2	6
3	Ann Massam,	8	15	0	1	Eup. Murray,	8	15	0
4	George M'Neil,	18	15	0	2	Joseph M'Donald,	15	0	0
5	Bridget Dwyer,	17	10	0	3	Magdalene Clarke,	8	15	0
6	Patrick Flannagan,	11	5	0	4	James H. Clark,	5	12	6
7	John Curran,	15	0	0	5	John Tremble,	25	0	6
8	Michael Ready,	11	5	0	6	Mal. M'Donald,	25	0	0
9	Peter Kelly,	11	5	0	7	John Timmins,	2	16	3
2010	Donald Frazer,	11	5	0	8	James Reed,	18	15	0
1	George Parker,	18	15	0	9	Nobles Downey,	15	0	0
2	David Lynch,	11	5	0	2070	Ellen H. DeVeber,	8	15	0
3	John Hinchey,	15	0	0	1	Sarah Davis,	15	0	0
4	John Hamilton,	15	0	0	2	Joseph Wyard,	4	13	9
5	Wm. Drummond,	11	5	0	3	Arch. Smith,	15	0	0
6	Eliza Hickey,	13	15	0	4	Gideon Freeman,	16	17	6
7	John Lawlor,	3	2	6	5	Stephen C. Moore,	11	5	0
8	Cath. Burchell,	8	15	0	6	Samuel A. Webb,	13	2	6
9	Mary Lawler,	3	15	0	7	Mary W. Moore,	11	5	0
2020	Ellen Henderson,	8	15	0	8	R. A. Simpson,	9	7	6
1	John Ferguson,	11	5	0	9	Lucy A. Welch,	7	5	10
2	William Noble,	11	5	0	2080	Mary M'Lauchlan,	8	15	0
3	James Johnston,	15	0	0	1	Thomas Boyd,	11	5	0
4	James Brander,	13	15	0	2	Elizabeth Johnston,	13	15	0
5	James Henderson,	11	5	0	3	Caleb Secord,	11	5	0
6	James Gaynor,	11	5	0	4	Charles O'Connell,	16	17	6
7	Arch. Cameron,	11	5	0	5	Jane Cochran,	8	15	0
8	William Curtiss,	11	5	0	6	Rob. Robertson,	5	12	6
9	David Sheasgreen,	11	5	0	7	James Kinealey,	11	5	0
2030	Donald Ball,	11	5	0	8	Dennis Murphy,	11	5	0
1	Sarah Tweedy,	8	15	0	9	Thomas Morrissey,	15	0	0
2	John Ronayne,	11	5	0	2090	S. A. Parlee,	15	0	0
3	Joseph Jellison,	11	5	0	1	Mary A. M'Leod,	8	15	0
4	Jon. Carmault,	11	5	0	2	Benjamin Hayes,	22	10	0
5	Michael Flinn,	15	0	0	3	Rebecca Porter,	13	2	6
6	George A. Crocker,	11	5	0	4	Charles Kinsley,	15	0	0

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2095	Thomas Leonard,	£18	15	0	2153	Eugene Scribner,	£15	0	0
6	William Mitchell,	11	5	0	4	Sarah J. Peters,	13	15	0
7	Lavinia Riley,	8	15	0	5	James Ritchie,	18	15	0
8	Thomas Moore,	7	10	0	6	William Mills,	18	15	0
9	William Tilley,	8	18	1	7	John H. Traynor,	9	7	6
2100	Hannah Snodgrass,	13	15	0	8	Charles H. Tucker,	18	15	0
1	William Haughton,	18	15	0	9	George M'Connell,	15	0	0
2	R. T. Townsend,	22	10	0	2160	Charles N. Turner,	13	15	0
3	John Magee,	22	10	0	1	John Finen,	18	15	0
4	William Mulroy,	18	15	0	2	Jane Wedderburn,	11	5	0
5	Lucinda Harris,	11	5	0	3	Margaret A. Shaw,	11	5	0
6	Adelaide Price,	13	15	0	4	Thomas R. Gorbell,	15	0	0
7	R. Thompson,	15	0	0	5	Michael Donovan,	18	15	0
8	Edward Holmes,	11	5	0	6	John Farrell,	11	5	0
9	David Willigar,	11	5	0	7	H. C. M'Monagle,	28	12	6
2110	Michael Furlong,	15	0	0	8	Pat. Bennett,	11	5	0
1	John O'Mar,	18	15	0	9	John Keys,	11	5	0
2	L. E. Cain,	8	15	0	2170	W. M. Gladstone,	11	5	0
3	R. Chamberlain,	11	5	0	1	Edward Withers,	12	10	0
4	William Pollock,	11	5	0	2	Ann M'Affee,	8	15	0
5	Robert Chalmers,	11	5	0	3	Rebecca Woodrow,	11	5	0
6	H. E. Howard,	11	5	0	4	Hugh Morris,	11	5	0
7	Donald Cook,	11	5	0	5	George Rice,	5	12	6
8	Arch. M'Allister,	11	5	0	6	Michael M'Girr,	15	0	0
9	Angus M'Lean,	5	12	6	7	Mary Patterson,	2	18	4
2120	Donald Downie,	11	5	0	8	R. C. K. Howard,	16	5	0
1	Anna Cowper,	8	15	0	9	A. Charlton,	11	5	0
2	Nath. Perrot,	11	5	0	2180	Albert J. Steeves,	18	15	0
3	Mary Perot,	8	15	0	1	Thomas Condell,	11	5	0
4	L. H. Trembly,	11	5	0	2	Elizabeth Patterson,	8	15	0
5	Angus M'Lean,	11	5	0	3	Phillip Murphy,	11	5	0
6	Donald Stewart,	11	5	0	4	Jane Brown,	13	2	6
7	Elizabeth Muirhead,	8	15	0	5	Eliza R. Walker,	13	15	0
8	Roseanna Murray,	8	15	0	6	Elizabeth Mosher,	11	5	0
9	Charles Lindsay,	22	10	0	7	Thomas Simpson,	18	15	0
2130	Donald M'Allister,	11	5	0	8	W. C. Simpson,	20	0	0
1	Donald Downie,	8	18	1	9	H. K. Howard,	13	15	0
2	Edward Outram,	15	0	0	2190	Sarah A. Currie,	8	15	0
3	Charles Abercrombie,	15	0	0	1	R. Ahern,	28	2	6
4	Matthew O'Wall,	26	19	1	2	C. E. Hamm,	6	17	6
5	Han. B. Cushing,	13	15	0	3	Mary Hamilton,	8	15	0
6	Thomas E. Carter,	18	15	0	4	Owen M'Lauchlan,	9	7	6
7	Isabella Murphy,	20	12	6	5	Michael Lee,	11	5	0
8	Sarah Wheton,	13	15	0	6	Neil Donahue,	11	5	0
9	Edward T. Burke,	18	15	0	7	Joseph Lepointe,	11	5	0
2140	Michael Kelly,	20	0	0	8	Murray B. Cox,	11	5	0
1	W. T. Timms,	13	2	6	9	Thomas Chasse,	11	5	0
2	John Wilson,	15	0	0	2200	Angelique Gagnon,	8	15	0
3	A. N. Tupper,	18	15	0	1	M. Hammond,	4	7	6
4	Marianne Duval,	13	15	0	2	Melvina Parent,	8	15	0
5	John Kerr,	11	5	0	3	Julius Tremblay,	11	5	0
6	Robert M'Cann,	15	0	0	4	Thop. Leveque,	11	5	0
7	Elizabeth M'Cann,	8	15	0	5	Francis Leveque,	11	5	0
8	John M'Curt,	13	2	6	6	Benj. Corrigan,	15	0	0
9	John Ring,	15	0	0	7	Wm. Brennick,	15	0	0
2150	Eugene Rogan,	15	0	0	8	Mary Davidson,	8	15	0
1	Michael Donnelly,	15	0	0	9	Elizabeth Wall,	8	15	0
2	Joseph A. Wetmore,	15	0	0	2210	Colin Van-Buskirk,	10	15	7

School Warrants, Series 1858 and prior, paid by Province Treasurer—Continued.

2211	W. C. Murray,	£11	5	0	2270	Ann Jordan,	£13	15	0
2	William Foxlow,	11	5	0	1	John P. Jones,	18	15	0
3	Charlotte Wall,	8	15	0	2	Ruth A. Gross,	13	2	6
4	Mary Atkinson,	8	15	0	3	Elizabeth Mills,	8	15	0
5	James De Varennes,	11	5	0	4	John T. Tutill,	25	0	0
6	Patrick O'Bert,	11	5	0	5	Hipolyte Godet,	11	5	0
7	Sophia Nesbit,	8	15	0	6	Philip O. Wallitte,	11	5	0
8	Jane Crawford,	8	15	0	7	Hugh Cassidy,	11	5	0
9	Thomas Casey,	11	5	0	8	John Walker,	11	5	0
2220	Francis Legere,	11	5	0	9	Patrick O'Bert,	11	5	0
1	Juste Hache,	11	5	0	2280	Jerome Beleveau,	11	5	0
2	Amasa Bourgois,	11	5	0	1	Alexis Guiguen,	11	5	0
3	D. Belliveau,	11	5	0	2	Eliza Hanington,	13	15	0
4	M. Belliveau,	11	5	0	3	Hector M'Neiven,	11	5	0
5	Eustache Melancon,	11	5	0	4	James Dalton,	18	15	0
6	John V. Read,	11	9	2	5	Sophia Chapman,	4	7	6
7	Ed. V. Tait,	18	15	0	6	Hannah Bell,	11	5	0
8	Thomas A. White,	11	5	0	7	Hipolyte White,	11	5	0
9	Wesley Colpitts,	9	7	6	8	Julia A. Cahill,	8	15	0
2230	Z. J. Dupay,	11	5	0	9	Robert D. King,	18	15	0
1	Gilbert Goodin,	11	5	0	2290	Lucy E. Carter,	8	15	0
2	Jane M'Lardy,	8	15	0	1	Rufus W. Gooden,	18	15	0
3	Margaret Fillmore,	11	5	0	2	Mary Buckerfield,	8	15	0
4	Daniel Henderson,	9	7	6	3	Adelaide Gooden,	13	15	0
5	M. Richard,	11	5	0	4	W. A. Barnes,	11	5	0
6	L. O. Deligny,	11	5	0	5	Isabella Davidson,	8	15	0
7	Margaret Mills,	13	15	0	6	Sarah E. Davis,	8	15	0
8	Sarah Prince,	8	15	0	7	Mary Keillor,	8	15	0
9	Mary Read,	13	15	0	8	Sarah J. Tingley,	8	15	0
2240	James Doherty,	11	5	0	9	George R. Irvin,	11	5	0
1	Ellen Hannagan,	8	15	0	2300	Geo. R. Dixon,	9	7	6
2	Ann Mills,	8	15	0	1	Charlotte Wallace,	13	15	0
3	J. G. M'Curdy,	18	15	0	2	George Barnett,	5	12	6
4	Thomas Richard,	11	5	0	4	Winthrop Bishop,	0	18	9
5	Catharine S. Trites,	8	15	0	6	John M'Donahue,	11	5	0
6	Athelia Weldon,	8	15	0	7	Newton Burpee,	7	10	0
7	Tobias Addy,	18	15	0	8	Joseph Barnes,	11	5	0
8	Cyrus Duffy,	11	5	0	9	Catharine Wiggins,	4	7	6
9	Catharine Hennessy,	13	15	0	2310	R. B. Carpenter,	11	5	0
2250	William S. Steves,	11	5	0	1	Abraham M'Donald,	18	15	0
1	Thomas Armstrong,	11	5	0	2	Joseph L. Mullin,	10	0	0
2	James A. Marshall,	11	5	0	4	Solomon Denton,	2	6	10
3	James Wilkins,	15	0	0	5	Michael M'Girr,	2	0	0
4	George V. Smith,	18	15	0	6	Ellen E. Clarke,	8	15	0
5	Giles V. Smith,	11	5	0	7	Theodore Carvill,	11	5	0
6	Joseph Dixon,	17	14	4	8	Margaret A. Kearney,	8	15	0
7	Sarah Bowser,	8	15	0	9	Elizabeth Ann Gillian,	4	7	6
9	William King,	18	15	0	2320	Leah M. Hays,	13	15	0
2260	Henrietta Cole,	8	15	0	1	John M'Carthy,	11	5	0
1	Ann King,	8	15	0	3	Eliz. M'Naughton,	4	7	6
2	Clara Fowler,	8	15	0	4	Robert Ellis,	7	10	0
3	Mary Burnes,	8	15	0	5	Narcisse Potier,	2	10	0
4	Almira Fawcett,	8	15	0	6	Adelaide Gooden,	6	17	6
5	W. F. A. Sommers,	12	3	9	7	Sarah French,	13	15	0
6	Miles Blakeney,	10	6	3	8	Thomas Crawley,	16	17	6
7	John Walker,	11	5	0	9	Jonathan Brewer,	11	5	0
8	Mary Wallace,	11	5	0	2330	Mary Nutter,	13	15	0
9	Henrietta Perry,	4	7	6	1	John Lynch,	4	3	4

School Warrants, Series 1858 and prior, paid by Province Treasurer—Continued.

2332	James King,	£15	0	0	7-15	Charles H. Jacobs,	£15	0	0
3	James M'Laggan,	11	5	0	7-18	Andrew Lounsbury,	11	5	0
4	Wm. Haughton,	18	15	0	7-21	Alex. M'Laughlin,	18	15	0
	1856.				7-24	Hugh Moore,	18	15	0
4319	John Lynch,	3	15	0	7-27	James Peters,	13	15	0
	1858.				7-29	Mary Hopkins,	13	15	0
1-14	Eliza Howell,	28	2	6	7-33	Ruth A. Estey,	8	15	0
1-18	Mary Carman,	8	15	0	7-34	Catherine Estey,	8	15	0
1-22	Foster M'Farland,	15	0	0	7-36	Jessy Bonnell,	8	15	0
1-23	Joseph Jones,	15	12	6	7-40	Philip Cliff,	10	15	7
7-7	Aaron S. Hartt,	30	0	0	7-41	Daniel Ford,	18	15	0
7-8	George D. Carter,	11	5	0	7-53	George Jones,	15	0	0
7-10	John Watson,	10	12	6	7-58	Edgar Hanson,	15	0	0
7-12	Chas. H. M'Kenzie	15	0	0	7-62	David P. Harris,	11	5	0

£19,326 19 6

Treasury, Saint John, 1st November, 1858.

B. ROBINSON, P. T.

ABSTRACT OF SCHOOL WARRANTS ISSUED IN 1858.

Charlotte,	....	....	....	....	....	£2,285	9	3
Queen's, (half year,)	....	....	....	....	....	1,039	6	5
Sunbury,	....	....	....	....	....	561	7	1
Kent,	....	....	....	....	....	861	5	0
Northumberland, (half year,)	....	....	....	....	....	768	10	10
York,	....	....	....	....	....	1,897	15	9
Carleton,	....	....	....	....	....	1,483	6	5
Gloucester,	....	....	....	....	....	786	9	2
Albert,	....	....	....	....	....	738	6	8
Westmorland, (half year,)	....	....	....	....	....	1,094	6	7
King's, (half year,)	....	....	....	....	....	1,276	6	3
Victoria,	....	....	....	....	....	313	2	6
Restigouche, (half year,)	....	....	....	....	....	212	13	1
Saint John,	....	....	....	....	....	2,462	10	6
						<hr/>		
						£15,780	15	6
						<hr/>		
						£11,456	8	7
						4,324	6	11
						<hr/>		
						£15,780	15	6
						<hr/>		

J. R. PARTELOW, A. G.

No. 4.

TREASURY WARRANTS, SERIES 1857 & 1858, UNPAID ON 31st OCTOBER 1858.

No.	In whose favor.	Services, &c.	Amounts-	Total.
1857.				
56	Stockholders,	E. & N. A. Railway, Balance,	£107 0 0	
284	Bye Roads,	Balance,	68 5 0	
330-8	Rebecca Hayward,	Pension,	10 0 0	
331-11	Emily Langan,	School Teacher, St. John,	17 10 0	
331-12	Alfred S. Grant,	Do. Victoria,	11 5 0	
341-5	Rev. F. Gauvreau,	Indian Commissioner, Gloucester,	10 0 0	
450	William Dunlop,	Salary, Steam Boat Inspector,	12 10 0	
				£236 10 0
1858.				
100-2	Thomas M'Carthy,	Education,	£6 0 0	
204	William M'Leod,	Agriculture,	55 10 0	
229	Francis Rice,	Refund of Costs,	3 0 0	
243-14	William Dunlop,	Salary, Steam Boat Inspector,	12 10 0	
262	John Leonard,	Pension,	8 3 8	
286-7	R. Howard,	Do. £10 0 0		
286-8	A. M'Kay,	Do. 10 0 0		
			20 0 0	
304-8	F. Gauvreau,	Indians, £10 0 0		
304-10	W. Bayard,	Do. 7 10 0		
304-11	R. Steeves,	Do. 7 10 0		
			25 0 0	
327	Bye Roads,	Balance,	468 0 0	
335-13	M. J. Hawkins,	Education, £8 15 0		
335-18	William M'Kean,	Do. 22 2 6		
			30 17 6	
340-5	George Botsford,	Legislative Council Expenses,	11 17 10	
367	Francis Rice,	Indians,	10 0 0	
389	John Davis,	Pension,	8 16 8	
390	C. S. Sayre,	Bear Bounties,	10 0 0	
419	Overseers Poor, Hopewell,	Sick and Disabled Seamen,	10 10 0	
442	M. Meloy & two others,	Education,	22 10 0	
447	Overseers Poor, Sackville,	Balance,	1 0 0	
460	Robert Gordon,	Jury Fees, Gloucester,	52 12 0	
466	M. M. Serjeant,	Do. Northumberland,	55 17 6	
468	Wellington Hatch,	Bear Bounties,	10 0 0	
469	D. O'Brien,	Work at Province Hall,	7 0 0	
472	James M'Lauchlan,	Jury Fees, Carleton,	14 2 6	
477	Sundry persons,	Attending Training School,	18 0 0	
478	Wellington Hatch,	Pensions,	50 0 0	
481	Mary A. Duval,	Education,	12 10 0	
482	Chief Com. of Works,	Balance,	476 10 1	
483	R. Hutchison & two others,	Seamen's Hospital, Miramichi, Bal.	197 16 11	
486	Daniel Grass,	Pension,	2 10 0	
491	A. K. S. Wetmore,	Bear Bounties,	10 0 0	
492	Sundry persons,	Training School,	24 0 0	
494	B. Beveridge,	Indians,	30 0 0	
496	Mark Needham,	Contingences Legislative Library,	25 0 0	
497	John Hardie, Teacher,	Salary, Grammar School,	50 0 0	
499	Wm. Mills, do.	Salary, Training School,	75 0 0	
500	John Howe,	Post Office Expenses,	500 0 0	
				2,254 14 8
	Parish School Warrants	of 1857 and 1858,		4,434 0 8
				£6,925 5 4

J. R. PARTELOW, A. G.

No. 5.

CLASSIFICATION OF WARRANTS ISSUED ON THE TREASURY IN 1858.

Agriculture, - - -	£1,735 16 3	Miscellaneous, - - -	£807 12 2
Bye Roads, - - -	14,034 11 8	Penitentiary, - - -	1,800 0 0
Bounties, - - -	937 15 0	Public Works, - - -	22,271 16 3
Board of Health, - - -	813 1 6	Packets and Couriers, - - -	744 15 0
Canada Territory, - - -	2,323 10 5	Public Printing, - - -	1,560 0 0
Civil List, three Quarters, - - -	10,875 0 0	Post Office, - - -	8,300 13 11
Education, - - -	8,555 14 11	Pensions, - - -	543 3 2
Emigration, - - -	143 3 1	Railways, - - -	273,465 12 11
Fisheries, - - -	309 10 0	Revenue Col. & Protection, - - -	7,002 14 9
Indians, Donations to, - - -	375 0 0	Return Duties, - - -	8 12 10
Do. Reserve Fund, - - -	27 5 0	Steam Boat Inspections, - - -	204 5 8
Judicial, - - -	3,609 3 8	Sick & Disabled Seamen, - - -	1,173 2 10
Lunatic Asylum, - - -	5,000 0 0		
Legislature, - - -	10,686 1 0		£382,414 14 9
Lazaretto, Tracadie, - - -	740 0 0		
Light Houses, Bay of Fundy, - - -	3,463 16 10	Parish School Warrants, - - -	15,780 15 6
Do. Gulf St. Lawrence, - - -	557 15 11		
Military, Ap'hending Deserters, - - -	45 0 0		£398,195 10 3

Paid in 1858, by the Treasurer—

Ordinary, Special, and Railway, - - -	£379,388 1 9
Parish Schools, - - -	11,456 8 7
Difference of Exchange on Railway Warrant No. 504, - - -	371 0 0

Paid by Deputy Treasurers—

No. 228. Seamen's Hospital, Bathurst, by J. Read, - - -	42 1 2
365. Do. Richibucto, H. Livingstone, - - -	165 11 10
483. Do. Miramichi, in part, J. Salter, - - -	193 5 4
	£391,616 8 8

Unpaid 31st October, 1858—

Ordinary and Special, - - -	£2,254 14 8
Parish Schools, - - -	4,324 6 11
	6,579 1 7
	£398,195 10 3

J. R. PARTELOW, A. G.

No. 6.

ACCOUNT OF SUMS RECEIVED AND PAID FOR INTEREST

By B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st October 1858.

RECEIPTS.

For Gain by extra premium £10,000 Bill of Exchange drawn against Debentures issued under Act 19 V. cap. 20, sold by Baring Brothers and Company,	£163 18 7
Gain on Bill for £3,000 sold,	56 10 0
Profit on sales of £31,000 Debentures issued under Act 19 V. cap. 20, sold by Baring Brothers & Co., £527 10s. Sterling, at 8 per cent.	687 0 0
	£907 8 7
Balance to Ordinary Revenue,	7,716 12 0
	£8,624 0 7

PAYMENTS.						
Paid Interest on Cash Credit Account, 1st Quarter.	£234	9 9	
Do. do. 2nd do.	325	2 6	
Do. do. 3rd do.	159	9 3	
Do. do. 4th do.	138	19 6	
						£858 1 0
Bank of New Brunswick, Interest on Bye Road Warrant, 1856.						
£8,000, 1 year 110 days,	624 13 2
2 months interest on £7,000 Sterling. Liabilities, Debentures redeemed in London, £70 Sterling,	84 0 0
Interest to Savings Banks, viz:—						
At Saint John,	£4,115	6 7	
Saint Andrews,	295	7 0	
Restigouche,	58	5 1	
Newcastle,	6	8 4	
Bathurst,	20	0 10	
Shediac,	15	12 8	
						4,511 0 6
Interest on Warrant, No. 260, 1857.	69 8 3
Paid sundry persons—						
Coupons from Debentures sold under Act 19 Vic. cap. 20,	884 10 6
Interest on £20,000 Debentures to 1st July, £606 sterling. @ 8 per cent., paid by Baring Brothers and Company,	727 4 0
For balance of Interest on Cash deposited to Cash Credit Account, belonging to Railway Import Fund.	865 3 2
						<u>£8,624 0 7</u>

Treasury, Saint John, 1st November, 1858.

B. ROBINSON, P. T.

No. 7.

ACCOUNT OF DRAWBACKS

Paid by B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.

£1,547 10 0	Ad-valorem,	@ 1 per cent.	....	....	....	£15 9 6
15 16 8	do.	" 7½ "	....	....	....	1 3 9
190,022 19 2	do.	" 10 "	....	....	....	1,902 5 11
495 5 0	do.	" 15 "	....	....	....	74 5 9
71 galls.	Wine,	" 2s. 6d. per gall.	....	....	....	8 17 6
48½ "	Brandy,	" 4s. 0d. "	....	....	....	96 6 0
46 "	Gin, &c.	" 2s. 6d. "	....	....	....	5 15 0
9½ "	Alcohol,	" 1s. 6d. "	....	....	....	0 14 3
30 "	Cordials,	" 1s. "	....	....	....	1 10 0
121 "	Malt Liquors,	" 6d. "	....	....	....	3 0 6
60½ cwt.	Sugar,	" 6s. per cwt.	....	....	....	18 2 3
3174 lbs.	Tea,	" 2d. per lb.	....	....	....	26 9 0
985 "	Tobacco,	" 2d. "	....	....	....	8 4 2
663 "	Dried Fruit,	" 1d. "	....	....	....	2 15 3
144 "	Soap,	" 0½d. "	....	....	....	0 6 0
315 "	Leather,	" 2d. "	....	....	....	2 12 6
50 "	Candles,	" 1d. "	....	....	....	0 4 2
24 doz.	Calf Skins,	" 6s. per doz.	....	....	....	7 4 0
29 no.	Clocks,	" 15s.	....	....	....	21 15 0
						<u>£2,197 0 6</u>
£22,525 13 4	Railway Imports,	@ 2½ per cent.	....	....	....	563 2 10
						<u>£2,760 3 4</u>

Treasury, Saint John, 1st November 1858.

B. ROBINSON, P. T.

No. 8.**RECAPITULATION OF PAYMENTS FROM THE TREASURY IN 1858.**

No. 1.	Warrants Series of 1858,	£379,388	1	9
2.	Do. Prior to 1858,	6,152	10	6
3.	School Warrants,	19,326	19	6
5.	Warrants paid by Deputy Treasurers,	400	18	4
6.	Interest paid, exclusive of Railway Construction Account,	7,716	12	0
7.	Drawbacks,	2,760	3	4
	Commissioners Marine Hospital, without Warrant,	600	0	0
		<u>£416,345</u>	<u>5</u>	<u>5</u>

DISTRIBUTION.

Ordinary Revenue,	£137,104	11	9
Railways,	273,138	17	11
Fundy Lights,	3,463	16	10
Gulf Lights,	857	15	11
Sick and Disabled Seamen,	1,594	14	11
Emigrant Fund,	143	3	1
Indian Reserve Fund,	42	5	0
	<u>£416,345</u>	<u>5</u>	<u>5</u>

J. R. PARTELOW, A. G.

No. 9.**ACCOUNT OF SUPREME COURT FEES***Paid into the hands of B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.*

Date.	From whom received.	Amount.
1858.		
May 10. }	William Carman, Esquire, Clerk of the Pleas, Supreme Court, }	£200 0 0
Oct. 29. }		300 0 0
		<u>£500 0 0</u>

Treasury, Saint John, 1st November 1858.

B. ROBINSON, P. T.

No. 10.**ACCOUNT OF NET PROCEEDS OF SALES OF SEIZURES***Made at the Port of Saint John, shewing the amount credited to the Province for its portion thereof, from 1st November 1857, to 31st October 1858.*

No.	Dates of Sales accounted for.	Net Proceeds.	Paid Seizing Officers.	Credited to the Province.
1	1st November 1857,	£30 8 11	£15 4 5	£15 4 6
2	17th December "	126 3 1	63 1 7	63 1 6
3	22nd February 1858,	151 6 6	75 13 3	75 13 3
4	16th April "	99 13 7	49 16 9	49 16 10
5	25th May "	68 19 8	34 9 10	34 9 10
6	26th June "	21 0 0	10 10 0	10 10 0
7	8th September "	317 1 6	158 10 9	158 10 9
8	14th October "	16 2 2	8 1 1	8 1 1
		<u>£830 15 5</u>	<u>£415 7 8</u>	<u>£415 7 9</u>

Treasury, Saint John, 1st November 1858.

B. ROBINSON, P. T.

No. 11.**ACCOUNT OF "SUMS REFUNDED,"***Received and paid by B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.*

1857.		RECEIPTS.		
Nov. 21.	From Dr. William Bayard, Chairman of the Board of Health, St. John,			£175 0 0
23.	" J. T. Williston, Esq., Amount of Fine under Imperial Merchant Shipping Act,			10 0 0
Dec. 7.	" John Reynolds, part of Bye Road Warrant No 329-93, (1857,) unexpended,			5 0 0
1858.				
Jan. 12.	" From Dr. William Bayard, Insurance of Cholera Hospital, burned,			200 0 0
Feb. 11.	" Charles E. Sulis, a fine, as per Secretary's Letter,			0 10 0
July 26.	" George W. Masters, Master of Ship "David," for violating Sanitary Laws,			10 0 0
Oct. 16.	" Jabez E. Titus, unexpended balance of Bye Road Grant for Norton,			0 3 9
				£400 13 9
1857.		PAYMENTS.		
Nov. 4.	1. To John Baird, Province share of the net proceeds of sale under Seizure,			£8 9 4
1858.				
July 2.	2. " Charles E. Luckie & Co., excess of Duties paid,			2 11 0
28.	3. " John Robertson, do. do.			0 9 6
Sept. 7.	4. " Thorne & Lee, do. do., on Linseed Oil, Casks having leaked,			6 6 0
Oct. 31.	Balance to Ordinary Revenue,			382 17 11
				£400 13 9

*Treasury, Saint John, 1st November, 1858.**B. ROBINSON, P. T.***No. 12.**

No. 12 comprises four Quarterly Accounts in detail of Import Duties collected at the Treasury, Saint John, during the year 1858, amounting to £67,953 10 0

No. 13.

No. 13 comprises four Quarterly Accounts in detail of Export Duties collected at the Treasury, Saint John, during the year 1858, amounting to £9,376 17 11

No. 14.**ACCOUNT OF AUCTION DUTY***Paid into the hands of B. Robinson, Province Treasurer at Saint John, from 1st November, 1857, to 31st October, 1858.*

Date.	No.	From whom received.	Amount.
1857.			
January 2	1	J. & S. Shaw,	£5 2 2
1858.			
August 7	2	William H. Street,	1 15 7
			£6 17 9

*Treasury, Saint John, 1st November, 1858.**B. ROBINSON, P. T.*

No. 15.

BAY OF FUNDY LIGHTS

In Account Current with B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.

DR.

To Amount paid per Warrant No. 48, Salary of Superintendent, ...	£100	0	0
225, Nova Scotia Lights, ...	293	16	10
502, Salaries, ...	1,102	0	0
" Contingencies, ...	1,968	0	0
			<u>£3,463 16 10</u>
Balance due from the Province,			6,063 2 5
			<u>£9,526 19 3</u>

CR.

By Balance due from the Province, per Account 1st November 1857, ...			£5,911 13 1
Amount collected at Saint John, viz:—			
Per Account to 31st January, ...	£380	19	9
30th April, ...	429	19	6
31st July, ...	1,082	19	0
31st October, ...	1,134	17	9
			<u>3,028 16 0</u>
Remittances from Deputy Treasurers, viz:—			
Saint Andrews, ...	£85	10	5
Saint Stephen, R. Watson, ...	87	3	11
Do. J. Grimmer, ...	56	7	6
Saint George, ...	215	15	3
Campo Bello, ...	50	17	10
Sackville, ...	9	9	0
North Joggins, ...	4	9	1
Dorchester, ...	10	14	8
Hillsborough, ...	45	13	1
Harvey, ...	20	9	5
			<u>586 10 2</u>
			<u>£9,526 19 3</u>

Treasury, Saint John, 1st November, 1858.

B. ROBINSON, P. T.

No. 16.

GULF LIGHTS

In Account Current with B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.

DR.

To Balance due the Province, per Account 1st November, 1857, ...			£200 15 7
Paid Warrants, viz:—			
No. 27, Salary of Keeper Escuminac Light, ...	£100	0	0
178, Commissioners Account for 1856, ...	84	19	9
230, Salary of Keeper Miscou Light, ...	187	10	0
450, Expenses of Miscou Light House, 1857, ...	235	16	6
451, Commissioners' Account for 1857, ...	149	9	8
493, Salary of Keeper Escuminac Light, ..	100	0	0
Balance due this fund, ...			<u>857 15 11</u>
			<u>80 2 4</u>

CR.

By Remittances from Deputy Treasurers, viz:—			
Campbellton, ...	£1	0	3
Dalhousie, ...	87	4	0
Bathurst, 1857, ...	31	0	3
Do. 1858, ...	84	8	3
Shippegan, ...	13	17	5
Newcastle, Wm. Black, ...	6	14	10
Do. R. Sutton, ...	362	12	3
Chatham, ...	224	8	7
Richibucto, J. Weldon, ...	0	9	4
Do. H. Livingston, ...	117	13	7
Buctouche, R. Douglas, ...	62	18	2
Shediac, ...	146	6	11
			<u>£1,138 13 10</u>

Treasury, Saint John, 1st November, 1858.

B. ROBINSON, P. T.

No. 17.

SICK AND DISABLED SEAMEN'S FUND AT SAINT JOHN,

In Account Current with B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.

DR.

To Paid Warrants, viz:—

No. 152-2, 1857,	...	...	...	...	...	...	£13	0	0
No. 412,	"	...	...	...	...	...	17	19	0
No. 69,	1858,	...	...	...	...	...	43	6	6
No. 180,	"	...	...	...	...	...	7	10	0
No. 215,	"	...	...	...	...	...	46	0	0
No. 300,	"	...	...	...	...	...	15	17	6
No. 310,	"	...	...	...	...	...	10	10	0
No. 362,	"	...	...	...	...	...	52	5	8
On Account No. 447,	...	...	...	...	...	...	12	10	0
									<u>£218 18 8</u>

Amount paid Commissioners of Marine Hospital—

December 11, 1857, Warrant No. 52,	...	...	...	...	...	...	£374	17	11
February 9, 1858,	...	...	...	...	...	...	200	0	0
April 19,	"	...	...	...	...	...	150	0	0
July 31,	"	...	...	...	...	...	250	0	0
									974 17 11
Balance due this Fund,	...	...	...	...	...	...	...	...	<u>402 14 0</u>
									<u>£1,596 10 7</u>

CR.

By Balance as per Account 1st November 1857,	...	...	...	...	...	...	£141	16	11
By Amount collected at Saint John,—									
Per Account Current to 31st January,	...	...	...	...	...	...	£118	4	1
30th April,	...	...	...	...	...	...	125	4	1
31st July,	...	...	...	...	...	...	344	13	2
31st October,	...	...	...	...	...	...	372	2	3
									<u>960 3 7</u>

Amount received from Out Bays, viz:—

Campbellton,	...	...	...	...	...	...	£2	15	6
Shippegan,	...	...	...	...	...	...	6	9	4
Dalhousie,	...	...	...	...	...	...	46	2	11
Chatham,	...	...	...	...	...	...	2	17	5
Newcastle,	...	...	...	...	...	...	10	13	0
Saint Andrews,	...	...	...	...	...	...	207	5	9
Saint Stephen,	...	...	...	...	...	...	95	3	6
Saint George,	...	...	...	...	...	...	54	19	2
Shediac,	...	...	...	...	...	...	45	13	6
Sackville,	...	...	...	...	...	...	1	1	11
North Joggins,	...	...	...	...	...	...	0	17	9
Dorchester,	...	...	...	...	...	...	1	18	11
Hillsborough,	...	...	...	...	...	...	14	10	1
Harvey,	...	...	...	...	...	...	4	1	4
									<u>494 10 1</u>
									<u>£1,596 10 7</u>

Treasury, Saint John, 1st November 1858.

B. ROBINSON, P. T.

No. 18.**INDIAN RESERVE FUND***In Account Current with B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.*

	DR.	CR.
By Balance per Account 1st November, 1857,		£733 5 4
Received from Commissioners, Gloucester,		61 6 0
do. do. Bathurst,		21 10 0
do. J. Dibblee, Carleton,		1 3 0
do. Receiver General, for Warrant No. 300,		37 10 0
To paid Warrant No. 191,	£27 5 0	
do. do. No. 377,	10 0 0	
do. do. No. 411,	5 0 0	
do. Aboushagan Indians, per order in Council, 2nd Dec. 1853,	23 0 0	
Balance due this Fund, October 31, 1858,	789 9 4	
	£854 14 4	£854 14 4

B. ROBINSON, P. T.

No. 19.**COPY RIGHT DUTIES***In Account Current with B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.*

Date.		DR.	CR.
1857.			
Nov. 1,	By Balance per Account,		£16 1 9
Dec. 31,	Duties collected at Saint John to date,		5 14 5
1858.			
April 23,	To Paid this amount to His Excellency the Lieutenant Governor, with an Account Current,	£21 16 2	
		£21 16 2	£21 16 2
Jan. 31,	By Duties collected at Saint John this month,		£0 16 10
May 1,	Do. do. for Quarter,		3 14 9
Aug. 1,	Do. do. do.		4 19 5
Nov. 1,	Do. do. do.		4 17 11
	Do. Saint Andrews, do.		0 7 6
	To Balance,	£14 16 5	
		£14 16 5	£14 16 5

B. ROBINSON, P. T.

No. 20.**EMIGRANT FUND***In Account Current with B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.*

Date.		DR.	CR.
1857.			
Nov. 1.	To Balance from Account Current,	£1,044 10 11	
1858.			
May 25.	Paid Warrant No. 227,	49 4 4	
June 7.	Do. 299,	31 13 9	
Sep. 20.	Do. 418,	37 5 0	
Oct. 30.	Do. 503,	25 0 0	
Jan 31.	By Amount collected at Saint John, 1st Quarter,		£4 10 0
July 31.	Do. do. 2nd do.		34 10 0
Oct. 30.	Do. do. 4th do.		9 5 0
	Do. Chatham,		0 10 0
	Balance due the General Revenue,		1,138 19 0
		£1,187 14 0	£1,187 14 0

B. ROBINSON, P. T.

No. 21.**FREDERICTON FIRE LOAN**

In Account Current with B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.

		DR.	CR.
No. 22.	To Balance due, per Account Current to 1st Nov. 1857,	£2,016 0 0	
	Amount paid for Interest on Debentures from 1st November 1857, to this date,	732 0 0	
No. 23.	By Amount received for Interest on Bonds from 1st November 1857, to this date,		£150 0 0
	Balance due the General Revenue,		2,593 0 0
		<u>£2,748 0 0</u>	<u>£2,748 0 0</u>

B. ROBINSON, P. T.

No. 22.**ACCOUNT OF SUMS**

Paid by B. Robinson, Province Treasurer, for Interest of F. F. Loan Debentures from 1st November 1857, to 31st October 1858.

Date.	To whom paid.	Reference to Debentures.	Interest.
1857.			
November,	H. Bowyer Smith,	No. 19 A,	£6 0 0
December,	D. Jordan,	17 & 18, 21 @ 28 A,	60 0 0
do.	Do.	23 & 24 B,	24 0 0
do.	B. Robinson,	13 A, 2 years,	12 0 0
do.	Margaret Smith,	15 A,	6 0 0
1858.			
January,	Benjamin Smith,	53 A,	6 0 0
do.	T. Millidge's Estate,	26 B, 50, 52, 56 @ 60 A,	54 0 0
do.	Louisa Robinson,	16 A, 25 B,	18 0 0
February,	J. Boyd's Estate,	38, 39 & 40 A,	18 0 0
do.	H. Bowyer Smith,	29 @ 33 A,	30 0 0
March,	W. M. Jarvis,	34 @ 37 A,	24 0 0
April,	G. M. Jack,	41 & 42 A,	12 0 0
do.	Thos. B. Barker,	43 & 45 A,	12 0 0
June,	William Bayard,	28 B,	12 0 0
do.	J. Fairweather,	27 B,	12 0 0
do.	Edwin Fairweather,	46 A,	6 0 0
July,	H. B. Smith,	47 A,	6 0 0
do.	Thos. B. Barker,	29 B,	12 0 0
do.	Samuel Dunlap,	49 A,	6 0 0
do.	G. M. Jack,	5 A, 9 & 10 B,	30 0 0
do.	John Robertson,	6, 7, 8 A, 11 & 12 B,	42 0 0
do.	John M'Avity,	48 A,	6 0 0
do.	D. S. Kerr,	2 A, 3 & 4 B,	30 0 0
do.	John Gillies,	1 & 3 A, 1, 2, 5 & 6 B,	60 0 0
do.	J. Fairweather,	30 B,	12 0 0
August,	G. M. Jack,	12 A, 17 & 18 B,	30 0 0
do.	Thos. B. Barker,	19 B,	12 0 0
do.	Charles Waterbury,	14 A,	6 0 0
do.	E. Quayle,	21 B,	12 0 0
do.	John Robertson,	10 A,	6 0 0
do.	J. Fairweather,	13 & 14 B, 2 years,	48 0 0
do.	John Gillies,	8 A, 15 & 16 B,	30 0 0
do.	Louisa Robinson,	9 A, 7 & 20 B,	30 0 0
September,	H. B. Smith,	20 & 44 A,	12 0 0
October,	John Ross,	22 B,	12 0 0
do.	H. B. Smith,	51 & 54 A,	12 0 0
do.	Margaret Smith,	15 A,	6 0 0
			<u>£732 0 0</u>

B. ROBINSON, P. T.

No. 23.**ACCOUNT OF INTEREST**

Received on Bonds for Fredericton Fire Loan, by Beverly Robinson, Province Treasurer, from 1st November 1857, to 31st October 1858.

Date.	From whom received.	On what Bond.	Amount.
1857. Nov. 23.	Margery Johnson,	Margery Johnson, No. 4,	£30 0 0
" "	Hon. C. Fisher,	M. Colter, 14,	30 0 0
1858. Mar. 20.	Andrew Gregg,	Andrew Gregg, 11,	30 0 0
Oct. 14.	John Neill,	John Neill, 26,	30 0 0
" 26.	A. Gregg's Estate,	Andrew Gregg, 11,	30 0 0
			£150 0 0

B. ROBINSON, P. T.

No. 24.**LIST OF FREDERICTON FIRE LOAN BONDS**

Held by B. Robinson, Prov. Treas., shewing amount of Interest due and unpaid on 31st Oct. 1858.

Bonds.		Names of Obligors.	Amount of Bonds.	Interest due.
No.	Date.			
1851.				
4	July 16.	Margery Johnson,	£500 0 0	£60 0 0
8	Aug. 6.	Robert Winters,	500 0 0	180 0 0
11	9.	Andrew Gregg,	500 0 0	
12	11.	William Grieves, Jr.	500 0 0	30 0 0
13	Oct. 23.	Thomas Stewart,	500 0 0	90 0 0
14	"	Michael Colter,	500 0 0	60 0 0
17	Nov. 13.	Robert Lipsett,	500 0 0	90 0 0
1852.				
22	June 1.	Joseph Colter,	500 0 0	90 0 0
24	July 13.	John Edgecomb,	400 0 0	48 0 0
25	Oct. 15.	Do.	100 0 0	12 0 0
26	"	John Neill,	500 0 0	
			£5,000 0 0	£660 0 0

B. ROBINSON, P. T.

No. 25.**FREDERICTON FIRE LOAN BONDS IN HANDS OF ATTORNEY GENERAL.**

Bonds.		Names of Obligors.	Amount of Bonds.	Interest due.
No.	Date.			
1851.				
1	July 16.	Patrick Sweeney,	£500 0 0	£120 0 0
2	"	J. G. Harding,	500 0 0	120 0 0
3	"	Robert Irvine,	500 0 0	120 0 0
5	"	Donald M'Leod,	500 0 0	180 0 0
6	"	James Martin,	500 0 0	180 0 0
7	"	Martin Bendeler,	300 0 0	126 0 0
9	Aug. 11.	J. Weade & Alexander Ross,	500 0 0	180 0 0
10	9.	David Morgan,	500 0 0	90 0 0
15	Nov. 25.	Martin Bendeler,	200 0 0	84 0 0
16	13.	John Magee,	200 0 0	48 0 0
1852.				
18	Feb. 18.	Thomas M'Sorley,	500 0 0	180 0 0
19	"	Patrick M'Loon,	500 0 0	180 0 0
20	"	Michael Bryson,	500 0 0	150 0 0
21	April 12.	W. H. Wetmore,	500 0 0	180 0 0
23	July 3.	Barnard M'Caffery,	300 0 0	72 0 0
27	Oct. 15.	John T. Lawrence,	500 0 0	90 0 0
			£7,000 0 0	£2,100 0 0

B. ROBINSON, P. T.

No. 26.

THE SAINT JOHN SAVINGS BANK

In Account Current with B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.

1857.		DR.			
Nov. 16.	Paid on Account Debenture No. 1,	£1,200	0 0		
Dec. 31.	“ Balance of Do.	720	5 9		
“	“ 5 per cent. Interest on Debenture,	133	13 5		
				£2,053	19 2
“	“ Debenture No. 2,	£44,500	0 0		
	Interest @ 6 per cent.,	2,670	0 0		
				47,170	0 0
“	“ Debenture No. 3,	£25,000	0 0		
	Interest @ 5 per cent.,	1,250	0 0		
				26,250	0 0
“	“ Debenture No. 4,	£750	0 0		
	Interest @ 5 per cent.,	33	1 8		
				783	1 8
1858.					
Jan. 18.	“ On Account Debenture No. 5,	£1,000	0 0		
Feb. 1.	“ “ Do.	500	0 0		
15.	“ “ Do.	1,500	0 0		
Mar. 3.	“ Balance of Do.	1,703	1 8		
“	“ Interest thereon,	28	11 6		
				4,731	13 2
Apr. 15.	“ On Account Debenture No. 6,	£1,500	0 0		
29.	“ “ Do.	7,	500 0 0		
June 5.	“ “ Do.	8,	1,000 0 0		
				3,000	0 0
					£83,988 14 0
Oct. 31.	Balance due the Savings Bank, viz:—				
	Debenture @ 6 per cent.,	...	...	£44,500	0 0
	Bal. of do. @ 5 “	...	...	22,000	0 0
	New Deb. @ 5 “	...	...	1,000	0 0
					67,500 0 0
					£151,488 14 0
					<u>£151,488 14 0</u>
		CR.			
1857.	By Balance from last Acct., viz:—	Debentures.	Interest.	Total.	
Nov. 1.	Debentures @ 6 per cent.	£44,500	0 0	£2,670	0 0
Dec 31.	Do. 5 “	25,000	0 0	1,250	0 0
	Bal. of do. £4,670 5 9 @ 5				
	per cent.	1,920	5 9	133	13 5
1857.	Feb. 12. Debenture @ 5 per cent.	750	0 0	33	1 8
Dec 31.	Do. 6 “	44,500	0 0		
“	Do. 5 “	25,000	0 0		
“	Do. 5 “	4,703	1 8	28	11 6
1858.	Oct 28. Do. 5 “	1,000	0 0		
	Totals,	£147,373	7 5	£4,115	6 7
	Amount of Principal,	...	...	...	...
	Do. Interest,	...	...	...	...
					£147,373 7 5
					4,115 6 7
					<u>£151,488 14 0</u>

B. ROBINSON, P. T.

Relative position of the Savings Bank, Saint John, with the Province, compared with its state 31st October 1857:—

Debentures running as per Account, 31st October 1857,—					
	At 6 per cent.	£14,500	0	0	
	5 do.	27,670	5	9	
					£72,170 5 9
Interest paid on Loan during the year,					4,115 6 7
					£76,285 12 4
Withdrawn from the Treasury during the year,					8,785 12 4
					£67,500 0 0
Due the Savings Bank 31st October 1858,					
Of which—					
This sum is bearing Interest at 6 per cent.		£44,500	0	0	
and at 5 do.		23,000	0	0	
					£67,500 0 0

J. R. PARTELOW, A. G.

No. 27.

GLOUCESTER SAVINGS BANK

In Account Current with Beverley Robinson, Province Treasurer.

1857.					
Nov. 1.	By Balance per Account at date,				£245 0 0
1858.					
Oct. 31.	“ Remitted Province Treasurer to date,				130 0 0
“ “	“ Interest paid by Deputy Treasurer,				20 0 10
					£395 0 10
	To paid by Deputy Treasurer to date,	£49	0	10	
	“ Balance due Depositors,	346	0	0	£395 0 10

No. 28.

NEWCASTLE SAVINGS BANK

In Account Current with Beverley Robinson, Province Treasurer.

1857.					
Nov. 1.	By Balance per Account at date,				£183 0 0
1858.					
Oct. 31.	Remitted Province Treasurer to date,				442 1 9
“	Interest paid by Deputy Treasurer,				6 8 4
					£631 10 1
“	To withdrawn from Province Treasurer,	£184	18	4	
	Balance due Depositors,	446	11	9	£631 10 1

No. 29.

CHATHAM SAVINGS BANK

In Account Current with Beverley Robinson, Province Treasurer.

1857.					
Nov. 1.	By Balance per Account at date,				£11,440 0 5
1858.					
Oct. 31.	Remitted Province Treasurer, to date,				155 2 4
					£11,595 2 9
“	To Withdrawn from Province Treasurer to date,	£1,849	13	7	
	Balance due Depositors,	9,745	9	2	£11,595 2 9

No. 30.**SHEDIAC SAVINGS BANK***In Account Current with Beverley Robinson, Province Treasurer.*

1857.							
Nov. 1.	By Balance per Account at date,	...	...	...	...	...	£305 13 6
1858.							
Oct. 31.	Remitted Province Treasurer to date,	...	...	...	...	...	24 5 3
"	Interest paid by Deputy Treasurer,	...	...	...	...	...	15 12 8
							<u>£345 11 5</u>
"	To Withdrawn from Province Treasurer,	...	...	...	£13 0 5		
"	Balance due Depositors,	...	...	...	332 11 0		
							<u>£345 11 5</u>

No. 31.**SAINT ANDREWS SAVINGS BANK***In Account Current with Beverley Robinson, Province Treasurer.*

1857.							
Nov. 1.	By Balance per Account at date,	...	...	...	...	...	£6,683 10 10
1858.							
Oct. 31.	Remitted Province Treasurer to date,	...	...	...	...	...	2,116 19 1
"	Interest paid by Deputy Treasurer to date,	...	...	...	...	...	295 7 0
							<u>£9,095 16 11</u>
"	To Withdrawn from Province Treasurer,	...	...	...	£1,223 12 8		
"	Balance due Depositors,	...	...	...	7,872 4 3		
							<u>£9,095 16 11</u>

No. 32.**KENT SAVINGS BANK***In Account Current with Beverley Robinson, Province Treasurer.*

1857.							
Nov. 1.	By Balance per Account at date,	...	...	...	...	...	£866 2 4
1858.							
Oct. 31.	Amount deposited to date,	...	...	...	...	...	18 0 0
							<u>£884 2 4</u>
"	To Amount withdrawn to date,	...	...	...	£71 7 0		
"	Do. due Depositors,	...	...	...	812 15 4		
							<u>£884 2 4</u>

No. 33.**RESTIGOUCHE SAVINGS BANK***In Account Current with Beverley Robinson, Province Treasurer.*

1857.							
Nov. 1.	By Balance per Account at date,	...	...	...	...	...	£1,078 12 0
1858.							
Oct. 31.	Remitted Province Treasurer to date,	...	...	...	...	...	199 4 11
"	Interest paid by Deputy Treasurer to date,	...	...	...	...	...	58 5 1
							<u>£1,336 2 0</u>
"	To Withdrawn from Province Treasurer,	...	...	...	£30 10 0		
"	Balance due Depositors,	...	...	...	1,305 12 0		
							<u>£1,336 2 0</u>

No. 34.

ACCOUNT OF DEDENTURES

Disposed of by Beverley Robinson, Province Treasurer, from 1st November 1857, to 31st October 1858, issued under the Act 19 Vic. cap. 20, "An Act relating to Savings Banks and other Provincial Liabilities."

Dates.	Nos.	In whose favor.	Amount.
1857.		Disposed of, as per Account 1st November, 1857,	£15,400 0 0
Nov. 1	69	Margaret Mays,	100 0 0
16	70	Davis Hewson,	100 0 0
23	71 to 74	R. Brown,	400 0 0
1858.			
Jan. 13	75	J. M. Anderson,	100 0 0
21	76	G. Wightman,	100 0 0
Feb. 8	77 & 78	Hon. R. L. Hazen,	200 0 0
March 2	79 & 80	George Burchill,	200 0 0
June 14	224	Hon. R. L. Hazen,	200 0 0
	^s 501 @ ^s 562	Sold in London by Barings, 62 Debentures, £500 Stg. each, £31,000, at par,	37,200 0 0
			£54,000 0 0

Nos. ^s 563 @ ^s 622, 60 Debentures for £500 Sterling each, in the hands of Messrs. Barings Bro's. & Co., in reserve, for sale in case of need to meet Savings Banks calls.

B. ROBINSON, P. T.

No. 35.

STATEMENT OF THE PROVINCE TREASURER'S

Account Current with the Bank of New Brunswick, from 1st Nov. 1857, to 31st Oct. 1858.

1857.		DR.						
Jan. 31.	Paid Treasurer's Cheques this Quarter, ... ..	...	...	...	...	...	£116,390 16 10
April 30.	Do. do. do. ... ..	...	...	...	...	...	77,050 8 11
July 31.	Do. do. do. ... ..	...	...	...	...	...	102,435 7 6
Oct. 31.	Do. do. do. ... ..	...	...	...	...	...	109,373 10 8
	Interest for the year, ... ..	...	...	...	...	...	858 1 0
							£406,108 4 11	
1857.		CR.						
Nov. 1.	Balance in Bank, ... ..	...	...	...	...	...	£8,488 17 5
1858.								
Jan. 31.	Deposited by Treasurer this Quarter, ... ..	...	...	...	...	...	80,525 19 5
April 30.	Do. do. do. ... ..	...	...	...	...	...	75,927 17 3
July 31.	Do. do. do. ... ..	...	...	...	...	...	122,131 5 7
Oct. 31.	Do. do. do. ... ..	...	...	...	...	...	126,464 13 3
							£413,538 12 11	
	Balance in favor of the Province 31st October 1858, ... ..	...	...	...	...	...	£7,430 8 0

J. R. PARTELOW, A. G.

No. 36.

RAILWAY IMPOST

In Account Current with B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.

Dates.	PAYMENTS.	Amount Sterling.	Amount Currency.	Interest to 31st July 1858, at 5 $\frac{1}{2}$ cent.	
				Days.	Amount.
1857.					
Dec. 26	6 Months Interest and Commission on— £7,000 St. A. & Q. Debentures,	£212 2 0	£254 10 5	241	8 5 4
1858.					
Jan. 16	do. £12,000 do. do.				
" 16	do. 46,000 Contractors do.				
" 16	do. 50,000 Gov't. 2d issue do.				
	£114,800 Payable 1st January,	3,569 6 9	4,233 4 2	211	123 15 11
66	do. £9,400 Contractors Debentures,	284 16 5	341 15 8	206	9 13 0
Mar. 11	do. £33,800 do. do.				
" 16	do. 2,000 St. A. & Q. do.				
	£35,800 Payable 11th March,	1,084 14 9	1,301 13 9	142	25 6 6
27	do. £6,000 St. A. & Q. Debentures,	181 16 0	218 3 2	126	3 15 3
April 16	do. 50,000 Gov't. 1st issue do.	1,515 0 0	1,818 0 0	121	30 2 8
27	do. 11,000 St. A. & Q. Debentures,	333 6 0	399 19 2	95	5 4 1
June 26	do. 7,000 do. do.	212 2 0	254 10 5	59	2 1 2
July 16	do. £46,800 Contractors do.				
" 16	do. 18,000 St. A & Q. do.				
" 16	do. 150,000 Gov't. 2nd, 3rd & 4th issues do.				
" 3	do. 74,000 part of Gov't. 5th issue do.				
	£288,800 payable 1st July,	7,629 10 10	9,155 9 0	30	37 12 6
66	do. 9,400 Contractors Debentures,	284 16 5	341 15 8	25	1 3 5
Sept. 11	do. £33,800 do. do.				
" 16	do. 2,000 St. A. & Q. do.				
	£35,800 payable 11th September,	1,084 14 9	1,301 13 9		
27	do. 6,000 St. A. & Q. Debentures,	181 16 0	218 3 2		
Oct. 16	do. 50,000 Gov't. 1st issue do.	1,515 0 0	1,818 0 0		
27	do. 11,000 St. A. & Q. do.	333 6 0	399 19 3		
31	Extra premium paid on £20,000 Stg. of Bills of Exchange remitted to Barings for payment of Coupons, Do. do. in sundry amounts paid in London out of Construction Fund at various times, " Balance of Interest to credit of this Account, " Paid Drawbacks on Goods exported this year, " Balance due this Fund,		214 11 7 189 13 2 563 2 10 25,415 1 9		865 3 2
		£48,489 6 11			£1,112 6 0

Dates.	RECEIPTS.	Amount.	Interest to 31st July 1858, at 5 $\frac{1}{2}$ cent.	
			Days.	Amount.
1857.				
Nov. 1	Balance per Account rendered this date.	£27,103 3 6	273	£1,013 11 7
1858.				
Jan. 31	Amount collected at Saint John, Quarter ending this date.	2,931 18 8	181	72 13 11
April 30	Do. do. do.	2,064 19 10	92	26 0 6
July 31	Do. do. do.	5,304 11 2		
Oct. 31	Do. do. do.	4,980 17 8		
	Balance of Interest on deposits in Cash Credit Account,	865 3 2		
	Excess in Currency value in Barings' Account over the par of 8 per cent. on the Sterling Balance of 1st Nov. 1857, arising from difference in the rates of premium on Exchange, and rates credited on dividends paid by Barings in London,	102 11 2		
	Amount received from C. Botsford, Deputy Treasurer, Campbellton,	62 7 5		
	Do. D. Stewart, do. Dalhousie,	257 12 8		
	Do. Joseph Read, do. Bathurst, 1857, £113 17 5 2	422 14 1		
	Do. do. do. 1858, 308 16 8 5			
	Do. P. J. N. Dumaresq, do. Shippegan,	97 19 2		
	Do. Wm. A. Black, do. Newcastle,	89 10 11		
	Do. Richard Sutton, do. do.	711 0 10		
	Do. J. T. Williston, do. Chatham,	884 7 11		
	Do. J. W. Weldon, do. Richibucto,	106 13 10		
	Do. Henry Livingston, do. do.	264 9 8		
	Do. Robert Douglas, do. Buctouche,	147 15 1		
	Do. D. Hanington, do. Shediac,	132 4 10		
	Do. James Dixon, do. Sackville,	100 6 1		

Receipts continued.

Amount received from Rufus Cole, Deputy Treasurer,	North Joggins,	£2	2	11	
John Hillman, do.	Dorchester, ..	16	7	3	
William Wallace, do.	Hillsborough, ..	24	5	9	
James Brewster, do.	Harvey, ..	5	12	2	
T. R. Robertson, do.	Fredericton, ..	579	6	7	
H. E. Dibblee, do.	Woodstock, ..	66	19	7	
D. W. Jack, do.	St. Andrews, ..	835	10	4	
R. Watson, do.	St. Stephen, ..	228	3	11	
John Grimmer, do.	do. ..	51	15	3	
A. J. Wetmore, do.	St. George, ..	31	18	0	
Thomas Moses, do.	Campo Bello, ..	16	17	6	
		<u>£48,489</u>	<u>6</u>	<u>11</u>	<u>£1,112 6 0</u>

Balance } In the hands of Baring Brothers & Co., £14,885 3 3 Sterling, £17,862 3 10 Currency.
 } In the General Revenues at St. John, 7,552 17 11 "

Total, £25,415 1 9

B. ROBINSON, P. T.

No. 37.

RAILWAY CONSTRUCTION

In Account Current with B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.

DR.

1857.					
Nov. 1.	To Balance of Cash per Account rendered this date,				£5,097 16 2
	Amount paid sundry persons per Warrant No. 56, (1857)			£129 0 0	
	" G. L. Hatheway, " 443, "			10 0 0	
	" Robert Jardine, Esq. " 15, (1858)			5,000 0 0	
	" Do. " 19, "			10,000 0 0	
	" Expenses on Importation of Gold, 26, "			53 14 9	
	" Freight, Insurance, &c., £79 11 7 Stg. at 8 per cent.			95 9 11	
	" Stamp duty on Bill for £10,000 sold at 8 per cent. or par,			2 14 0	
	" Robt. Jardine, Esq., per Warrant No. 36, (1858)			5,000 0 0	
	" G. L. Hatheway, Esq., " 46, "			35 0 0	
	" Robert Jardine, Esq., " 49, "			5,000 0 0	
	" Do. " 60, "			5,000 0 0	
	" Do. " 75, "			5,000 0 0	
	" Do. " 80, "			5,000 0 0	
	" Do. " 91, "			2,000 0 0	
	" Do. " 105, "			8,000 0 0	
	" Do. " 111, "			2,500 0 0	
	" Do. " 112, "			5,000 0 0	
	" Do. " 144, "			7,500 0 0	
	" J. & A. McMillan, " 162, "			15 5 0	
	" Robert Jardine, Esq. " 163, "			10,000 0 0	
	" Do. " 176, "			10,000 0 0	
	" Do. " 217, "			5,000 0 0	
	" Do. " 233, "			10,000 0 0	
	" Do. " 239, "			5,000 0 0	
	" Do. " 264, "			10,000 0 0	
	" Do. " 284, "			10,000 0 0	
	" Do. " 325, "			20,000 0 0	
	" Do. " 340-3, "			10,000 0 0	
	" Do. " 369, "			10,000 0 0	
	" Do. " 383, "			10,000 0 0	
	" Do. " 392, "			10,000 0 0	
	" Do. " 402, "			10,000 0 0	
	" Do. " 443, "			20,000 0 0	
	" Do. " 453, "			10,000 0 0	
	" Do. " 484, "			10,000 0 0	
	" Do. " 498, "			15,000 0 0	
	" Do. " 504, "			22,895 18 2	
	Sundry charges in Barings' Account for 1857, for Discount, Com-				
	missions, Postages, &c., £436 12 8. Sterling,			523 19 2	
	Error in Barings' Interest Account for 1857 allowed them, £17 16 2,			21 7 5	
				<u>£273,782</u>	<u>8 5</u>
	Balance due to Railway Construction, viz:—				
	In the hands of Barings, £53,062 5 1 Stg., at 8 per cent.			£63,674 14 1	
	In Cash here, vide No. 38,			25,111 14 6	
				<u>88,786</u>	<u>8 7</u>
				<u>£367,666</u>	<u>13 2</u>

		<i>Brought forward.</i>				£47,196 10 11
1858-						
Jan.	8.	To Warrant No. 105,	R. Jardine, Esquire,	...	...	8,000 0 0
	13.	"	111,	do.	...	2,500 0 0
	18-21.	"	112,	do.	...	5,000 0 0
Feb.	10.	"	144,	do.	...	7,500 0 0
	17.	"	163,	do.	...	10,000 0 0
	24 to Mar. 12.	"	176,	do.	...	10,000 0 0
	27.	"	162,	J. & A. M'Millan,	...	15 5 0
Mar.	26.	"	217,	R. Jardine, Esquire,	...	5,000 0 0
Apr.	8-16.	"	233,	do.	...	10,000 0 0
	19.	"	239,	do.	...	5,000 0 0
May	8-15.	"	264,	do.	...	10,000 0 0
	26-29.	"	284,	do.	...	10,000 0 0
June	5-21.	"	325,	do.	...	20,000 0 0
	23 to July 7.	"	340-2,	do.	...	10,000 0 0
July	15.	"	369,	do.	...	10,000 0 0
Aug.	3.	"	383,	do.	...	10,000 0 0
	10-17.	"	392,	do.	...	10,000 0 0
	17-23.	"	402,	do.	...	10,000 0 0
	23 to Sep. 16.	"	443,	do.	...	20,000 0 0
Sep.	27 to Oct. 15.	"	453,	do.	...	10,000 0 0
Oct.	15.	"	484,	do.	...	10,000 0 0
	22-30.	"	498,	do.	...	15,000 0 0
	"	"	56,	(1857.) Sundry persons.	...	129 0 0
	30.	To Balance due	Railway Construction here in Cash,	...	...	25,111 14 6
						<u>£280,452 10 5</u>

		CR.				
Nov.	9.	By proceeds of 10,000 Sovereigns imported @ 24s. 4d.,	...	...	...	£12,166 13 4
Dec.	14.	"	Bill of Exc. £10,000 Stg. @ 8½ pr. ct. prem. less stamp,	...	...	12,025 1 6
1858.						
Jan.	8.	"	6	"	10,000 " 8½ " "	12,022 1 3
	22.	"	1	"	10,000 " 8½ " "	12,025 1 5
Feb.	5.	"	"	"	10,000 " 9½ " "	12,136 3 2
	20.	"	"	"	10,000 " 9½ " "	12,136 3 2
March	8.	"	"	"	10,000 " 9½ " "	12,136 3 2
	22.	"	"	"	10,000 " 8 " "	11,997 6 0
April	21.	"	"	"	10,000 " 9 " "	12,108 7 9
May	3.	"	"	"	10,000 " 9½ " "	12,136 3 2
	17.	"	"	"	10,000 " 9½ " "	12,163 18 7
	"	"	"	"	5,000 " 9½ " free of stamp,	6,083 6 8
	31.	"	"	"	7,000 " 9½ " less stamp,	8,513 18 7
	"	"	"	"	3,000 " 9½ " "	3,647 11 4
June	14.	"	"	"	7,000 " 9½ " "	8,513 18 7
	"	"	"	"	3,000 " 9½ " "	3,647 11 4
	26.	"	2	"	10,000 " 9½ " "	12,133 8 6
July	10.	"	1	"	10,000 " 9½ " "	12,136 3 2
	27.	"	"	"	5,000 " 9½ " "	6,080 12 0
	29.	"	"	"	5,000 " 9½ " free of stamp,	6,097 4 5
Aug.	7.	"	"	"	10,000 " 9½ " less stamp,	12,163 18 7
	23.	"	"	"	10,000 " 9½ " "	12,163 18 7
	26.	"	"	"	5,000 " 10 " free of stamp,	6,111 2 2
Sept.	20.	"	"	"	10,000 " 9½ " less stamp,	12,191 14 0
	22.	Fines paid in by William Scoullar, Esquire,	...	...	...	40 0 0
	30.	Proceeds of Bill of Ex. £10,000 Stg. @ 9½ pr. ct. prem. less stamp,	...	...	...	12,191 14 0
Oct.	30.	Do.	do.	do.	do.	12,191 14 0
	"	Balance of Dividends paid by Messrs. Baring to 6th July 1858 inclusive, over and above the amount remitted, £4,204 1 5 Stg. @ 9 per cent. premium,	...	...	...	5,091 12 0
	"	Amount of Liabilities, Debentures taken up in London on 29th Jan. 1858, by Messrs. Baring, £7,000 Stg. @ 8 per cent. premium,	...	...	...	8,400 0 0
						<u>£280,452 10 5</u>

B. ROBINSON, P. T.

No. 39.

MESSRS. BARING BROTHERS & CO.

In Account Current with B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.

		DR.				Sterling.
	To Debentures unsold on 1st November, 1857,					£50,000 0 0
	“ 3 issues of Debentures during fiscal year,					250,000 0 0
	“ Profit on Sales thereof,					14,836 0 0
	“ Liabilities Debentures sold,					31,000 0 0
	“ Profit on Sales thereof,					572 10 0
	“ Balance of Interest per their Account for 1857,					296 13 1
Nov. 9.	“ Bill of Exchange sent them @ 8 per cent.					5,000 0 0
14.	Do. do. 9 do.					5,000 0 0
Dec. 14.	Do. do. 9 do.					3,000 0 0
1858.						
Feb. 22.	Do. do. 10½ do.					1,000 0 0
May 21.	Do. do. 8 do.					3,000 0 0
June 14.	Do. do. 8 do.					3,000 0 0
						£366,705 3 1

		CR.				Sterling.
Nov. 1.	By Balance due to Baring Brothers & Co., being advances,					£20,045 7 11
	“ Amount of Interest paid on Debentures, with Commission, as detailed in Impost Account to 6th July, inclusive,					15,307 11 2
	“ Bills of Exchange drawn on Baring Brothers & Co. during the Fiscal year 1858,					220,000 0 0
	“ Sundry charges in Barings' Account for 1857 for Discounts, Commissions, &c. &c. @ 8 per cent.,					436 12 8
	“ Liabilities Debentures taken up in London,					7,000 0 0
	“ Interest on Liabilities Debentures redeemed,					70 0 0
	“ Error in Barings' Interest Account for 1857,					17 16 2
	“ Bills of Exchange drawn against sales of Liabilities Debentures sold, viz: £31,000, Sterling,					13,000 0 0
	“ Balance of above sale transferred to Dividend Acct. No. 40,					18,000 0 0
	“ Transferred to Account of Railway Commissioners with Barings',					19,079 18 6
	“ Interest to 1st July on £20,000 Stg., Liabilities Debentures sold at 9½,					606 0 0
	“ Shipping expenses on Sovereigns,					79 11 7
	“ Balance in the hands of Baring Brothers & Co.					53,062 5 1
						£366,705 3 1

Balance brought down, £53,062 5 1 Sterling, @ 8 per cent., £63,674 14 1 Currency.

B. ROBINSON, P. T.

No. 40.

MESSRS. BARING BROTHERS & CO.

In Account Current with B. Robinson, Province Treasurer, for Railway Impost Funds placed in their hands for payment of Coupons from Debentures.

Date.		DR.	CR.
		Sterling.	
1858.			Sterling.
July 30	Part of net proceeds of £31,000 Stg. Debentures, per Act 19 V. c. 20. sold for Acc't of this Province,	£18,000 0 0	
Sept. 11	Paid Coupons on £35,800 Stg. Railway Debentures due this day, and Commission,		£1,084 14 9
27	Paid do. on £6,000 Stg. do. do. do. do.		181 16 0
Oct. 1	Paid do. on £50,000 Stg. do. do. do. do.		1,515 0 0
27	Paid do. on £11,000 Stg. do. do. do. do.		333 6 0
31	Balance due by Baring Brothers & Co. to the Dividend Fund,		14,885 3 3
		£18,000 0 0	£18,000 0 0

Balance brought down, £14,885 3 3 Stg. @ 8 per cent. £17,862 3 10 Currency.

B. ROBINSON, P. T.

No. 41.

ORDINARY REVENUE OF NEW BRUNSWICK

In Account with B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.

DR.			
To Balance due General Revenues per Account 1st November 1857,			£136,162 12 10
Amount paid Warrants, Series 1858,	No. 1,	£101,318 5 5	
Do. do. old Series, prior to 1858,	2,	5,982 11 6	
Do. School Warrants,	3,	19,326 19 6	
	Total paid on Warrants,		126,627 16 5
Amount paid for Interest on Liabilities,	6,		7,716 12 0
Do. Drawbacks, 280 cases,	7,		2,197 0 6
			£272,704 1 9
CR.			
By Amount received from Clerk of Pleas Sup. Court,	No. 9,		£500 0 0
Do. of Province share of Seizures,	10,	£415 7 9	
Do. of Balance of Account "Sums Refunded,"	11,	382 17 11	
			798 5 8
Amount of Import Duties to			
31st January,	}	£13,186 1 4	
30th April,		10,018 0 2	
31st July,		22,858 15 3	
31st October,		21,890 13 3	
			67,953 10 0
Amount of Export Duties to			
31st January,	}	£1,568 6 7	
30th April,		526 0 1	
31st July,		3,042 6 0	
31st October,		4,240 5 3	
			9,376 17 11
Amount received from Auctioneers,	14,		6 17 9
Amount received from Deputy Treasurers, viz:—			
Botsford,	Campbellton,	...	£174 6 10
Stewart,	Dalhousie,	...	1,304 7 5
Read,	Bathurst,	{ 1857—£345 11 4 } { 1858—1,337 17 8 }	1,683 9 0
Dumaresq,	Shippegan,	...	440 9 1
Black,	Newcastle,	...	1,098 5 6
Sutton,	Do.	...	3,317 15 2
Williston,	Chatham,	...	4,553 3 2
Weldon,	Richibucto,	...	1,466 5 11
Livingston,	Do.	...	1,183 15 3
Douglass,	Buctouche,	...	719 12 11
Hanington,	Shediac,	...	1,059 2 0
Dixon,	Sackville,	...	519 18 0
Cole,	North Joggins,	...	6 19 6
Hickman,	Dorchester,	...	108 9 2
Wallace,	Hillsborough,	...	116 4 4
Brewster,	Harvey,	...	52 7 1
Robertson,	Fredericton,	...	4,126 0 11
Dibblee,	Woodstock,	...	522 18 2
Jack,	Saint Andrews,	...	2,529 8 3
Watson,	Saint Stephen,	...	1,361 4 8
Grimmer,	Do.	...	230 2 3
Wetmore,	Saint George,	...	757 2 7
Moses,	Campo Bello,	...	73 3 2
			27,404 10 4
Balance due to General Revenues, 31st October 1858,			166,664 0 1
			£272,704 1 9

B. ROBINSON, P. T.

No. 42.

BALANCE SHEET.

Beverley Robinson, Province Treasurer, in Account with the General Revenues of New Brunswick on 31st October, 1858.

		DR.			
To Balance of sundry Accounts, viz:—					
Bay of Fundy Lights,	...	No. 15,	£6,063	2	5
Gulf Lights,	...	16,	80	2	4
Sick and Disabled Seamen's Fund,	...	17,	402	14	0
Indian Reserve Fund,	...	18,	789	9	4
Copy Right Duties,	...	19,	14	16	5
Railway Impost,	...	36,	25,415	1	9
Railway Construction,	...	37-8,	88,786	8	7
Savings Bank, Saint John,	...	26,	67,500	0	0
Do. Gloucester,	...	27,	346	0	0
Do. Newcastle,	...	28,	446	11	9
Do. Chatham,	...	29,	9,745	9	2
Do. Shediac,	...	30,	332	11	0
Do. Saint Andrews,	...	31,	7,872	4	3
Do. Kent,	...	32,	812	15	4
Do. Restigouche,	...	33,	1,305	12	0
				£209,912 18 4	
To Debentures for Fredericton Fire Loan, £12,000 0 0					
Do. St. Andrews & Quebec Railroad, £44,000 Stg.,			52,800	0	0
Do. European & N. A. Railway, 490,000 "			588,000	0	0
Do. Act 19 V. c. 20, sold in London, 31,000 "			37,200	0	0
Do. do. sold in the Province,			16,800	0	0
				706,800 0 0	
To Balances to credit of Deputy Treasurers, not distributed, viz:—					
The late James Blackhall,	...		£73	15	0
P. M'Naughton,	...		191	0	0
P. M'Phelim,	...		20	0	0
Robert Douglass,	...		20	0	3
E. Wood,	...		9	4	10
Rufus Cole,	...		7	14	7
William Wallace,	...		60	18	3
F. Tibbits,	...		49	1	1
W. M. Maclauchlan,	...		186	15	2
Vital Hebert,	...		39	19	7
Amasa Weldon,	...		1,197	0	0—
				1,855 8 9	
To Moneys held for Account of Receiver General. 4,529 0 11					
				£923,097 8 0	
		CR.			
By Balance of Accounts, viz:—					
Ordinary Revenue,	...	No. 41,	£166,664	0	1
Emigrant Fund,	...	20,	1,138	19	0
Fredericton Fire Loan,	...	21,	2,598	0	0
Baring Bros. & Co., £53,062 5 1 Stg. @ 8 1/2 ct.		32,	63,674	14	1
Do. Dividend Account,		40,	17,862	3	10
				£251,937 17 0	
Amount of Bonds for F. F. Loan, in hands of P. T. 24, £5,000 0 0					
Do. do Atty. Gen. 25,			7,000	0	0
Do. Stock in St. Andrews & Quebec Railroad,			60,000	0	0
Do. Invested in European & N. A. Railway,			588,000	0	0
				660,000 0 0	
Balance to credit in Bank of New Brunswick, 35, £7,430 8 0					
Cash in Office, received too late for deposit in the Bank, chiefly from the Executors of the late Rec. General, 2,626 18 0					
Do. in Central Bank Notes, 67 5 0					
Copper Coin remaining on hand, 1,035 0 0— 11,159 11 0					
				£923,097 8 0	

I, Beverley Robinson, do solemnly swear that the foregoing Account, together with all the Accounts to which it refers, is just and correct, to the best of my knowledge and belief.

Sworn to before me at St. John, this fifteenth day of December, 1858.
L. H. DEVEBER, J. P.

B. ROBINSON, P. T.

		<i>Brought forward,</i>	....	....	£355 5 3
Rum, &c.	658 gallons,	@	1s. 6d.	....	49 7 0
Gin, &c.	1069 "		2 6	....	133 12 6
Brandy,	322 "		4 0	....	64 8 0
Sugar,	27 cwt.		6 0	....	8 2 0
Crushed Sugar,	1170 lbs.		0 1	....	4 17 6
Tea,	3779 "		0 2	....	31 9 10
Coffee,	230 "		0 1½	....	1 8 9
Dried Fruit,	306 "		0 1	....	1 5 6
Leather,	88 "		0 2	....	0 14 8
Tobacco,	820 "		0 2	....	6 16 8
Soap,	36 "		0 0½	....	0 1 6
Axes,	24 no.		1 6	....	1 16 0
					<u>£659 5 2</u>
Railway Duties, £6,794 @ 2½ per cent.				....	£169 17 0

Second Quarter ending 30th April 1858.

ORDINARY REVENUE.

Balance on hand 31st January,	....	....	....	....	£448 8 4
Import Duties,	....	....	....	....	341 18 3
Export do.	....	....	....	....	0 15 0
					<u>£791 1 7</u>

He charges—

Commission,	....	....	....	....	£34 5 4
Do. 1 pr ct. on Sav. Bank deposits,	£472	15	0		4 14 6
Remitted Treasurer,	219 17 10
					<u>258 17 8</u>

Balance in hand,	<u>£532 3 11</u>
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RAILWAY DUTIES.

Amount collected,	£149 18 1
DR.					
Commission,	£14 19 10
Remitted Treasurer,	134 18 3
					<u>£149 18 1</u>

LIGHT HOUSES.

Amount collected,	....	....	....	....	£12 6 9
DR.					
Commission,	....	....	....	....	£1 4 8
Remitted Treasurer,	....	....	....	....	11 2 1
					<u>£12 6 9</u>

HOSPITAL DUES.

Balance in hand 31st January,	....	....	....	....	£207 5 9
Amount collected,	....	....	....	....	3 17 7
					<u>£211 3 4</u>

He charges—

Commission,	0 7 9
Balance in hand,	<u>£210 15 7</u>

Export Duties.

20 Tons Spruce Timber, at 9d.,	<u>£0 15 0</u>
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Particulars of import Duties.

Ad-Valorem, @ 1 per cent.	£3,531 5 0	£35 6 3
Do. 10 "	1,789 17 6	178 19 9
Do. 15 "	54 13 4	...	...	8 4 0
Rum, &c. 267 gallons, @	1 6	...	...	20 0 6
Brandy, 24 "	4 0	...	...	4 16 0
Gin, &c. 326 "	2 6	...	...	40 15 0
Malt Liquor, 837½ "	0 6	...	...	20 18 9
Sugar, 66 cwt. 0 qrs. 18 lbs.	6 0	...	...	19 17 0
Tea, 778 "	0 2	...	...	6 9 8
Coffee, 20 "	0 1½	...	...	0 2 6
Sperm Candles 33 "	0 4	...	...	0 11 0
Candles, 40 "	0 1	...	...	0 3 4
Soap, 72 "	0 0½	...	...	0 3 0
Tobacco, 561 "	0 2	...	...	4 13 6
Axes, 12 no.	1 6	...	...	0 18 0
				<u>£341 18 3</u>
Railway Duties, £5,996 3 4, @ 2½ per cent.				<u>£149 18 1</u>

Third Quarter ending 31st July 1858.

ORDINARY REVENUE.

Balance on hand 30th April,	£532 3 11
Import Duties,	991 6 1
Export do.	110 13 0
Moiety of Seizures,	5 13 11
	<u>£1,639 16 11</u>

He charges—

Commission,	£64 16 11
Do. on Sav. Bank deposits, £661 4 0 at 1 pr. ct.	6 12 3
Remitted Treasurer,	967 8 4
	<u>£1,038 17 6</u>
Balance in hand,	<u>£600 19 5</u>

RAILWAY DUTIES.

Amount collected,	£307 14 2
DR.	
Remitted Treasurer, ..	<u>£307 14 2</u>

LIGHT HOUSES.

Amount collected,	£38 4 3
DR.	
Remitted Treasurer,	<u>£38 4 3</u>

SICK AND DISABLED SEAMEN.

Balance in hand 30th April,	£210 15 7
Amount collected,	14 11 9
Received from Deputy Treasurer Watson,	24 5 2
	<u>£249 12 6</u>

Export Duties.

2,213,000 superficial feet Sawn Lumber, ...	<u>£110 13 0</u>
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Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£5,054	3	4	£50	10	10
Do. 10 "	6,176	13	4	617	13	4
Do. 15 "	117	12	3	....	....	17	12	10
Rum, &c. 534 gallons, @		1	6	....	....	40	1	0
Brandy, 236 "		4	0	....	....	47	4	0
Gin, &c. 917 "		2	6	....	....	114	12	6
Wine, 211 3-5ths "		2	6	....	....	26	9	0
Malt Liquor, 288 "		0	6	....	....	7	4	0
Lemon Syrup, 1 "		1	0	....	....	0	1	0
Sugar, 61 cwt. 2 qrs. 4 lbs.		6	0	....	....	18	9	3
Crushed Sugar, 2498 "		0	1	....	....	10	8	2
Tea, 3299 "		0	2	....	....	27	9	10
Coffee, 640 "		0	0½	....	....	4	0	0
Candles, 80 "		0	1	....	....	0	6	8
Soap, 326 "		0	0½	....	....	0	13	7
Tobacco, 736 "		0	2	....	....	6	2	8
Dried Fruit, 569 "		0	1	....	....	2	7	5
						£991	6	1
Railway Duties, £12,308 6 8, @ 2½ per cent.				....	....	£307	14	2

Fourth Quarter ending 31st October 1858.

ORDINARY REVENUE.

Balance in hand 31st July,	....	....	....	....	....	£600	19	5
Import Duties,	....	....	....	....	....	787	8	10
Export do.	....	....	....	....	....	23	15	4
Auction do.	....	....	....	....	....	1	7	7
						£1,413	11	2

He charges—

Commission, 1 per cent. Savings Banks deposits,		£6	16	4				
Remitted Treasurer,	....	....	....	....	1,045	9	6	
						1,052	5	10
Balance in hand,	....	....	....	....	....	£361	5	4

RAILWAY DUTIES.

Amount collected,	....	....	....	....	....	£240	0	7
DR.								
Remitted Treasurer,	....	....	....	....	....	£240	0	7

LIGHT HOUSES.

Amount collected,	....	....	....	....	....	£26	17	9
DR.								
Remitted Treasurer,	....	....	....	....	....	£26	17	9

SICK AND DISABLED SEAMEN.

Balance in hand 31st July,	....	....	....	....	....	£249	12	6
Amount collected,	....	....	....	....	....	6	19	8
Received from Deputy Treasurer, Saint George,	....	....	....	....	....	25	0	0
						£281	12	2

DR.

Paid Commissioners,	....	....	....	....	....	40	0	0
Balance in hand,	....	....	....	....	....	£241	12	2

BUOYS AND BEACONS.

Balance in hand 31st October 1857,	....	....	....	....	£4 15 0
Collected during year,	....	....	....	....	15 7 11
Amount in hand,	<u>£20 2 11</u>

Export Duties.

475,360 superficial feet Sawn Lumber,	<u>£23 15 4</u>
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Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£4,725	8 4	£47 5 1
Do. 10 "	3,736	6 8	373 12 8
Do. 15 "	275	7 9	....	....	41 6 2
Rum, &c. 675 gallons, @	1 6	....	....	....	50 12 6
Gin, &c. 1292 "	2 6	....	....	....	161 10 0
Brandy, 274 "	4 0	....	....	....	54 16 0
Wine, 178 "	2 6	....	....	....	22 5 0
Malt Liquor, 120 "	0 6	....	....	....	3 0 0
Sugar, 60 cwt. 0 qrs. 4 lbs.	6 0	....	....	....	18 0 3
Tea, 905 "	0 2	....	....	....	7 10 10
Coffee, 43 "	0 1½	....	....	....	0 5 5
Tobacco, 435 "	0 2	....	....	....	3 12 6
Dried Fruit, 367 "	0 1	1 10 7
Leather, 251 "	0 2	2 1 10
					<u>£787 8 10</u>

Railway Duties, £9,601 3 4, @ 2½ per cent.	<u>£240 0 7</u>
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General Account Current for the year ending 31st October 1858.

Balance in hand 31st October 1857,	£381 5 11
Import Duties,	....	....	....	....	2,779 18 4
Export Duties,	....	....	....	....	135 8 4
Moiety of Seizures,	....	....	....	....	16 15 11
Railway Duties,	....	....	....	....	867 9 10
Light House Duties,	....	....	....	....	87 15 9
Sick and Disabled Seamen's Fund,	£28	11 1			
Deputy Treasurer, Campo Bello, do.	10	7 0			
Do. Saint Stephen,	124	5 2			
Do. Saint George,	25	0 0			
					<u>188 3 3</u>
Auction Duties collected,	....	....	....	....	1 7 7
Buoys and Beacons,	....	....	....	....	15 7 11
					<u>£4,473 12 10</u>

He charges—

Commission as Salary for Treasurer,	....	....	....	....	£200 0 0
Do. on Savings Bank deposits,	....	....	....	....	35 3 5
Remittance to Treasurer as detailed,	£3,450	9 0			
Add—Remitted Treasurer, not included, from S. & D. Seamen's Fund,	207	5 9			
					<u>3,657 14 9</u>
Paid Commissioners S. & D. Seamen's Fund,	....	....	....	....	165 0 0— 4,057 18 2
Balance in hand,	....	....	....	....	<u>£415 14 8</u>
Of which—					
Due Ordinary Revenue,	....	....	....	....	£360 15 3
Sick and Disabled Seamen's Fund,	....	....	....	....	34 16 6
Buoy and Beacon Fund,	....	....	....	....	20 2 11— <u>£415 14 8</u>

LIGHT HOUSES.

Amount collected,	£27	5	3
DR.			
Commission,	£2	14	6
Drawbacks, 8 Vict. Cap. 109,	2	8	9
Remitted Treasurer,	22	2	0
	£27	5	3

SICK AND DISABLED SEAMEN.

Balance in hand 31st October last,	£187	8	8
Amount collected,	8	12	0
	£196	0	8

DR.

Commission,	£0	17	2
Paid Deputy Treasurer, Saint Andrews,	100	0	0
Remitted Treasurer,	95	3	6
	£196	0	8

BUOYS AND BEACONS.

Amount collected,	£2	19	2
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Export Duties.

1,030,030 superficial feet Sawed Lumber, @ 1s.	£51	10	1
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Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£7	18	4	£0	1	7
Do. 10 "	285	5	0	28	10	6
Do. 15 "	138	16	8	20	16	6
Rum, &c. 120 gallons, @ 1 6	9	0	0	9	0	0
Gin, &c. 437 "	2	6	54	12	6	
Brandy, 104 "	4	0	20	16	0	
Wine, 38 "	2	6	4	15	0	
Sugar, 39 cwt. 2 qrs. 14 lbs.	6	0	11	17	9	
Crushed Sugar, 8 "	0	1	0	0	8	
Tea, 1258 "	0	2	10	9	8	
Coffee, 402 "	0	1½	2	10	3	
Candles, 340 "	0	1	1	8	4	
Dried Fruit, 300 "	0	1	1	5	0	
Leather, 4½ "	0	2	0	0	9	
Tobacco, 676 "	0	2	5	12	8	
Soap, 444 "	0	0½	0	18	6	
			£172	15	8	

Railway Duties, £2,440 3 4, @ 2½ per cent.	£61	0	1
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*Second Quarter ending 30th April 1858.***ORDINARY REVENUE.**

Balance in hand 31st January,	£116	4	1
Import Duties,	217	9	3
Export do.	22	8	2
	£356	1	6

He charges—

Commission,	£23	19	9
Drawbacks on Exports, 8 Vict. cap. 109,	33	18	0
Remitted Treasurer,	66	13	0
	124	10	9

Balance in hand,	£231	10	9
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General Account Current for the Three Quarters ending 31st July 1858.

Balance in hand 31st October 1857,	£555	1	0
Import Duties,	....	....	....	....	881	16	0
Export Duties,	....	....	....	....	308	15	2
Moiety of Seizures,	....	....	....	....	35	9	1
Light House Duties,	....	....	....	....	108	14	3
Sick and Disabled Seamen,	....	....	....	....	35	11	0
Railway Duties,	....	....	....	....	253	10	11
Buoys and Beacons,	....	....	....	....	18	15	4
					<hr/>		
					£2,197	12	9
He charges—							
Commission, as detailed,	....	....	....	....	£160	8	6
Drawbacks paid,	....	....	....	....	68	8	10
Remitted Treasurer,	....	....	....	....	1,751	4	4
Paid Deputy Treasurer, Saint Andrews,	....	....	....	....	122	3	7
Postages,	....	....	....	....	0	6	0
Commissioners Buoys and Beacons,	....	....	....	....	67	8	3
					<hr/>		
					2,169	19	6
Balance in hand,	....	....	....	....	£27	13	3
Of which—							
Due Ordinary Revenue,	....	....	....	....	£25	11	8
Sick and Disabled Seamen's Fund,	....	....	....	....	2	1	7
					<hr/>		
					£27	13	3
					<hr/>		

The Commission charged on the various collections made by the Deputy Treasurer for the nine months, at the expiration of which he resigned, amounts to £160 8 6. His salary for that period would have been, at £200 per annum, £150.

Railway Duties.

On £10,141 16 8, @ 2½ per cent.	....	....	....	....	£253	10	11
					<hr/>		

Export Duties.

6,175,157 superficial feet Sawn Lumber,	....	....	....	....	£308	15	2
					<hr/>		

Particulars of Import Duties for Nine Months ending 31st July 1858.

Ad-Valorem, @ 1 per cent.	£297	18	4	....	....	£2	19	7
Do. 10 "	5,085	19	2	....	....	508	11	11
Do. 15 "	484	1	8	....	....	72	12	3
Rum, &c. 352 gallons, @	1	6	....	....	....	26	8	0
Gin, &c. 991 "	2	6	....	....	....	123	17	6
Brandy, 416 "	4	0	....	....	....	83	4	0
Wine, 71 "	2	6	....	....	....	8	17	6
Sugar, 44 cwt. 2 qrs. 14 lbs.	6	0	....	....	....	13	7	9
Crushed Sugar, 82 "	0	1	....	....	....	0	6	10
Tea, 2345 "	0	2	....	....	....	19	10	10
Coffee, 594 "	0	1½	....	....	....	3	14	3
Candles, 620 "	0	1	....	....	....	2	11	8
Dried Fruit, 300 "	0	1	....	....	....	1	5	0
Leather, 122½ "	0	2	....	....	....	1	0	5
Tobacco, 1271 "	0	2	....	....	....	10	11	10
Soap, 880 "	0	0½	....	....	....	1	16	8
Malt Liquors, 40 gallons,	0	6	....	....	....	1	0	0
					<hr/>			
					£881	16	0	

No. 45.

JOHN GRIMMER.—Saint Stephen.

For the Quarter ending 31st October 1858, since Mr. Watson's resignation.

ACCOUNT CURRENT.

Amount of Import Duty,	£294	2	0
Export Duties,	189	4	5
Moiety of Seizures,	3	9	5
Railway Duties,	57	10	3
Light Houses,	65	5	0
Sick and Disabled Seamen,	20	13	8
Buoys and Beacons,	10	3	2
	<u>£640</u>	<u>7</u>	<u>11</u>
He charges—			
Commission, as detailed,	£14	6	10
Ditto on Imports and Exports,	48	6	7
	<u>£62</u>	<u>13</u>	<u>5</u>
Drawbacks,	2	7	0
Remitted Treasurer,	338	7	6
	<u>403</u>	<u>7</u>	<u>11</u>
Balance in hand,	<u>£237</u>	<u>0</u>	<u>0</u>
Of which—			
Due Ordinary Service Account,	£208	4	6
Sick and Disabled Seamen,	18	12	4
Buoys and Beacons,	10	3	2
	<u>£237</u>	<u>0</u>	<u>0</u>
RAILWAYS DUTIES.			
Amount collected on £2,300 10s. at 2½ per cent.	£57	10	3
DR.			
Commission at 10 per cent.	£5	15	0
Remitted Treasurer,	51	15	3
	<u>£57</u>	<u>10</u>	<u>3</u>
LIGHT HOUSES.			
Amount of Duties collected,	£65	5	0
DR.			
Commission,	£6	10	6
Drawbacks,	2	7	0
Remitted Treasurer,	56	7	6
	<u>£65</u>	<u>5</u>	<u>0</u>
SICK AND DISABLED SEAMEN.			
Amount collected,	£20	13	8
DR.			
Commission,	2	1	4
Balance in hand,	<u>£18</u>	<u>12</u>	<u>4</u>
BUOYS AND BEACONS.			
Amount collected,	£10	3	2
<i>Export Duties.</i>			
On 3,784,448 superficial feet Sawn Lumber, @ 1s.	£189	4	5
Moiety of Seizures,	£3	9	5

		<i>Import Duties.</i>					
Ad-Valorem,	@ 1 per cent.	£54	11 8	....	....	£0	10 11
Do.	10 "	1,741	9 2	....	....	174	2 11
Do.	15 "	169	13 4	....	....	25	9 0
Tea,	1,028½ lbs.	@	0 2	....	....	8	11 5
Tobacco,	441 "		0 2	....	....	3	13 6
Candles,	323 "		0 1	....	....	1	6 11
Soap,	150 "		0 0½	....	....	0	6 3
Coffee,	120 "		0 1½	....	....	0	15 0
Dried Fruit,	25 "		0 1	....	....	0	2 1
Sugar,	6 cwt. 2 qrs. 0 "		6 0	....	....	1	19 0
Brandy,	270 gallons,		4 0	....	....	54	0 0
Gin, &c.	129 "		2 6	....	....	16	2 6
Wine,	57 "		2 6	....	....	7	2 6
						£294	2 0

No. 46.

A. J. WETMORE—Saint George.

First Quarter ending 31st January 1858.

ORDINARY REVENUE.

Balance in hand 31st October, 1857,	....	....	....	....	....	£314	0 10
Import Duties,	....	....	....	....	....	136	13 11
Export Duties,	....	....	....	....	....	22	4 6

£472 19 3

He charges—

Commission,	....	....	....	....	....	£15	17 10
Remitted Treasurer,	214	9 11

230 7 9

Balance in hand, £242 11 6

RAILWAY DUTIES.

Amount collected,	£11	19 4
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DR.

Commission,	£1	3 10
Remitted Treasurer,	10	15 6

£11 9 4

LIGHT HOUSES.

Amount collected,	£18	17 3
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DR.

Commission,	£1	17 8
Remitted Treasurer,	16	19 7

£18 17 3

SICK AND DISABLED SEAMEN.

Balance in hand 31st October,	....	....	....	....	....	£65	15 0
Amount collected,	....	....	....	....	....	5	15 9

£71 10 9

DR.

Remitted Mr. Jack,	....	....	....	....	....	£16	0 0
Commission,	....	....	....	....	....	0	11 6

16 11 6

Balance in hand, £54 19 3

Export Duties.

26 tons Hardwood Timber, @ 9d.	....	....	..	....	£0 19 6
425,000 superficial feet Sawn Lumber, @ 1s.	....	....	....	....	21 5 0
					£22 4 6

Particulars of Import Duties.

Ad-Valorem, @ 10 per cent.	£64 18 4	....	....	....	£6 9 10
Do. 15 "	90 14 0	....	....	....	13 12 1
Gin, &c. 759 gallons, @	2 6	....	....	....	94 17 6
Wine, 38 "	2 6	....	....	....	4 15 0
Cider, 20 "	0 6	....	....	....	0 10 0
Sugar, 1 cwt. 0 qrs. 10 lbs.	6 0	....	....	....	0 6 7
Tea, 609 "	0 2	....	....	....	5 1 6
Coffee, 65 "	0 1½	....	....	....	0 8 2
Candles, 300 "	0 1	....	....	....	1 5 0
Soap, 505 "	0 0½	....	....	....	1 1 1
Leather, 48 "	0 2	....	....	....	0 8 0
Tobacco, 604 "	0 2	....	....	....	5 0 8
Axes, 39 no.	1 6	....	....	....	2 18 6
					£136 13 11
Railway Duties, £478 13 4, @ 2½ per cent.	....	....	....	....	£11 19 4

Second Quarter ending 30th April 1858.

ORDINARY REVENUE.

Balance in hand 31st January,	....	....	....	....	£242 11 6
Import Duties,	..	....	....	....	64 13 5
					£307 4 11
He charges—					
Commission,	....	....	....	....	£6 9 4
Remitted Treasurer,	....	....	....	....	31 12 2
					38 1 6
Balance in hand,	....	....	....	....	£269 3 5
RAILWAY DUTIES.					
Amount collected,	....	....	....	....	£5 2 0
DR.					
Commission,	....	....	....	....	£0 10 2
Remitted Treasurer,	....	....	....	....	4 11 10
					£5 2 0
LIGHT HOUSES.					
Amount collected,	....	....	....	....	£3 11 5
DR.					
Commission,	....	....	....	....	£0 7 1
Remitted Treasurer,	....	....	....	....	3 4 4
					£3 11 5
SICK AND DISABLED SEAMEN.					
Balance in hand 31st January,	....	....	....	....	£54 19 3
Amount collected,	....	....	....	....	0 9 10
					£55 9 1
DR.					
Commission,	....	....	....	....	£0 0 10
Remitted Treasurer,	....	....	....	....	54 19 2
					55 0 0
Balance in hand,	....	....	....	....	£0 9 1

<i>Particulars of Import Duties.</i>											
Ad-Valorem,	@	1	per cent.	£0	16	8	....	....	£0	0	2
Do.		10	"	37	19	2	....	....	3	15	11
Do.		15	"	5	10	6	....	....	0	16	7
Gin, &c.	.	.	260 gallons,	@	2	6	....	....	32	10	0
Brandy,	.	.	66 "		4	0	....	....	13	4	0
Wine,	.	.	40 "		2	6	....	....	5	0	0
Malt Liquor,	.	.	172 "		0	6	....	....	4	6	0
Candles,	.	.	65 lbs.		0	1	....	....	0	5	5
Leather,	.	.	30 "		0	2	....	....	0	5	0
Sugar,	.	.	16 "		6	0	....	....	0	0	10
Soap,	.	.	20 "		0	0½	....	....	0	0	10
Tea,	.	.	267 "		0	2	....	....	2	4	6
Tobacco,	.	.	157 "		0	2	....	....	1	6	2
Axes,	.	.	12 no.		1	6	....	....	0	18	0
									<u>£64 13 5</u>		
Railway Duties, £204, @ 2½ per cent,									<u>£5 2 0</u>		

Third Quarter ending 31st July 1858.

ORDINARY REVENUE.

Balance in hand 30th April,	....	....	....	....	....	....	....	....	£269	3	5
Import Duties,	....	....	....	....	....	....	....	....	85	12	7
Export Duties,	....	....	....	....	....	....	....	....	205	9	0
									<u>£560 5 0</u>		

He charges—

10 per cent. Commission,	....	....	....	....	£29	2	0				
Drawbacks on Exports,	....	....	....	....	5	0	0				
Remitted Treasurer,	....	....	....	....	161	3	9				
									<u>195 5 9</u>		

Balance in hand, £364 19 3

RAILWAY DUTIES.

Amount collected,	....	....	....	....	....	....	....	....	£9	3	9
Dr.											
Commission,	....	....	....	....	....	£0	18	4			
Remitted Treasurer,	....	....	....	....	....	8	5	5			
									<u>£9 3 9</u>		

LIGHT HOUSES.

Amount collected,	....	....	....	....	....	....	....	....	£108	4	9
Dr.											
Commission,	....	....	....	....	....	£10	16	5			
Remitted Treasurer,	....	....	....	....	....	97	8	4			
									<u>£108 4 9</u>		

SICK AND DISABLED SEAMEN.

Balance in hand 30th April,	....	....	....	....	....	....	....	....	£0	9	1
Amount collected,	....	....	....	....	....	....	....	....	35	16	1
									<u>£36 5 2</u>		
Dr.											
Commission,	....	....	....	....	....	....	....	....	3	11	7
									<u>£32 13 7</u>		

<i>Particulars of Import Duties.</i>											
Ad-Valorem,	@	1	per cent.	£2	1	8	....	....	£0	0	5
Do.		10	"	96	10	0	....	....	9	13	0
Do.		15	"	55	10	0	....	....	8	6	6
Coffee,	.	.	116 lbs.	@	0	1½	....	....	0	14	6
Candles,	.	.	90 "		0	1	....	....	0	7	6
Gin, &c.	.	.	431 gallons,		2	6	....	....	53	17	6
Leather,	.	.	23 lbs.		0	2	....	....	0	3	10
Sugar,		17 cwt.	0 qrs. 6 "		6	0	....	....	5	2	4
Crushed Sugar,	.	.	22 "		0	1	....	....	0	1	10
Soap,	.	.	388 "		0	0½	....	....	0	16	2
Tea,	.	.	519 "		0	2	....	....	4	6	6
Tobacco,	.	.	248 "		0	2	....	....	2	1	4
Dried Fruit,	.	.	14 "		0	1	....	....	0	1	2

£85 12 7

Railway Duties, £367 10s. at 2½ per cent. £9 3 9

Export Duties.

60 tons Birch Timber, at 9d.	....	....	....	....	....	....	....	....	£2	5	0
4,064,000 superficial feet Sawn Lumber, at 1s.	....	....	....	....	....	....	....	....	203	4	0
									£205	9	0

Fourth Quarter ending 31st October 1858.

ORDINARY REVENUE.

Balance in hand 31st July,	....	....	....	....	....	....	....	....	£364	19	3
Import Duties,	....	....	....	....	....	....	....	....	132	18	8
Export Duties,	....	....	....	....	....	....	....	....	243	14	0
									£741	11	11

He charges—

Commission,	....	....	....	....	....	....	....	....	£37	13	3
Remitted Treasurer,	....	....	....	....	....	....	....	....	349	16	9
									387	10	0

Balance in hand, £354 1 11

RAILWAY DUTIES.

Amount collected,	....	....	....	....	....	....	....	....	£9	3	7
DR.											
Commission,	....	....	....	....	....	....	....	....	£0	18	4
Remitted Treasurer,	....	....	....	....	....	....	....	....	8	5	3
									£9	3	7

LIGHT HOUSES.

Amount collected,	....	....	....	....	....	....	....	....	£109	1	0
DR.											
Commission,	....	....	....	....	....	....	....	....	£10	18	0
Remitted Treasurer,	....	....	....	....	....	....	....	....	98	3	0
									£109	1	0

SICK AND DISABLED SEAMEN.

Balance in hand 31st July,	....	....	....	....	....	....	....	....	£32	13	7
Amount collected,	....	....	....	....	....	....	....	....	37	14	8

£70 8 3

Carried forward,

				<i>Brought forward,</i>		£70	8	3	
DR.									
Commission,	....	....	....	....	£3	15	5	
Paid Deputy Treasurer, Saint Andrews,	....	....	....	....	25	0	0	
						28		15 5	
Balance in hand,				....	....	£41		12 10
<i>Particulars of Import Duties.</i>									
Ad-Valorem,	@	1 per cent.	£15	16	8	....	....	£0 3 2
Do.	10	"	58	6	8	....	....	5 16 8
Do.	15	"	60	5	0	....	....	9 0 9
Brandy,	.	30 gallons,	@	4	0	....	....	6 0 0
Coffee,	.	100 lbs.		0	1½	....	....	0 12 6
Candles,	.	108 "		0	1	....	....	0 9 0
Gin, &c.	.	784 gallons,		2	6	....	....	98 0 0
Leather,	.	15 lbs.		0	2	....	....	0 2 6
Sugar,	16 cwt. 0 qrs. 12 "			6	0	....	....	4 16 8
Crushed Sugar, &c.,		30 "		0	1	....	....	0 2 6
Soap,	.	250 "		0	0½	....	....	0 10 5
Tea,	.	670 "		0	2	....	....	5 11 8
Tobacco,	.	197 "		0	2	....	....	1 12 10
							£132		18 8
Railway Duties, £367 3 4, at 2½ per cent.				£9	3 7

Export Duties.

20 Tons Pine Timber @ 1s.	....	....	....	....	....	£1	0	0
300 Tons Hardwood do. 9d.	....	....	....	....	....	11	5	0
4,629,000 Superficial feet Sawn Lumber, @ 1s.	....	....	....	....	....	231	9	0
							£243		14 0

General Account Current for the Year ending 31st October 1858.

Balance in hand 31st October 1857,	....	....	....	....	....	£427	15	6
Import Duties,	....	....	....	....	....	419	18	7
Export Duties,	....	....	....	....	....	471	7	6
Railway Impost,	....	....	....	....	....	35	8	8
Light Houses,	....	....	....	....	....	239	14	5
Sick and Disabled Seamen,	....	....	....	....	....	79	16	4

£1,674 1 0*He charges—*

Commission, as detailed,	....	....	....	....	....	£124	11	7
Remitted Treasurer,	....	....	....	....	....	1,059	15	0
Drawbacks,	....	....	....	....	....	5	0	0
Paid Deputy Treasurer, Saint Andrews,	....	....	....	....	....	41	0	0

1,230 6 7

Balance in hand,

Of which—

Due Ordinary Service Account,	....	....	....	....	....	£354	1	11
Sick and Disabled Seamen,	....	....	....	....	....	41	12	10
Buoys and Beacons, (See page 140, Report 1858,)	....	....	....	....	....	47	19	8

£443 14 5

No Accounts relative to Receipts Buoys and Beacons received either last year or the present one.

Export Duties.

20 Tons Pine Timber @ 1s.	....	....	....	....	£1 0 0
386 Tons Hardwood, 9d.	....	....	....	....	14 9 6
9,118,000 Superficial feet Lumber, @ 1s.	455 18 0
					<u>£471 7 6</u>

Railway Duties.

On £1,417 6 S, at 2½ per cent.	<u>£35 8 8</u>
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Particulars of Import Duties for the Year.

Ad-Valorem, @ 1 per cent.	£18 15 0	£0 3 9
Do. 10 "	257 14 2	25 15 5
Do. 15 "	211 19 6	....	....	31 15 11
Gin, &c. . . . 2,234 gallons, @	2 6	....	....	279 5 0
Wine, 78 "	2 6	....	....	9 15 0
Brandy, 96 "	4 0	....	....	19 4 0
Malt Liquor, 172 "	0 6	....	....	4 6 0
Cider, 20 "	0 6	....	....	0 10 0
Sugar, 34 cwt. 1 qr. 16 lbs.	6 0	....	....	10 6 5
Crushed Sugar, 52 "	0 1	....	....	0 4 4
Tea, 2065 "	0 2	....	....	17 4 2
Coffee, 281 "	0 1½	....	....	1 15 2
Candles, 563 "	0 1	....	....	2 6 11
Soap, 1163 "	0 0½	....	....	2 8 6
Leather, 116 "	0 2	....	....	0 19 4
Tobacco, 1206 "	0 2	....	....	10 1 0
Dried Fruit, 14 "	0 1	....	....	0 1 2
Axes, 51 no.	1 6	....	....	3 16 6
				<u>£419 18 7</u>

NORTHUMBERLAND COUNTY.**No. 47.**

JOHN T. WILLISTON.—Chatham.

*First Quarter ending 31st January 1858.***ORDINARY REVENUE.**

Balance in hand 31st October 1857,	....	....	£325 3 7
Less—Paid over by Deputy to Treas., not credited,	....	....	50 0 0
			<u>£275 3 7</u>
Import Duties,	....	....	£701 2 0
Export Duties,	....	....	33 15 0
Auction Duties,	....	....	2 18 5
			<u>1,012 19 0</u>
He charges—			
Commission towards Salary,	....	....	£81 7 5
Remitted Treasurer,	....	....	639 16 3
			<u>721 3 8</u>
Balance in hand,	....	....	<u>£291 15 4</u>

RAILWAY DUTIES.

Amount collected,	....	....	£112 12 4
DR.			
Remitted Treasurer,	....	....	<u>£112 12 4</u>

LIGHT HOUSES.

Amount collected,	£6 1 0
DR.	
Remitted Treasurer,	£6 1 0

SICK AND DISABLED SEAMEN.

Amount collected,	£2 17 5
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Export Duties.

675,000 superficial feet Sawn Lumber, @ 1s.	£33 15 0
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Particulars of Import Duties.

Ad-Valorem, @ 1 per cent. £77 1 8	£0 15 5
Do. 10 " 1,320 8 4	132 0 10
Do. 15 " 553 9 6	83 0 5
Rum, &c. . . . 1501 gallons, @ 1 6	112 11 6
Gin, &c. . . . 1345 " 2 6	168 2 6
Brandy, 46 " 4 0	9 4 0
Wine, 33 " 2 6	4 2 6
Syrup, 79½ " 1 0	3 19 6
Malt Liquor, . . . 14 " 0 6	0 7 0
Sugar, 127 cwt. 2 qrs. 19 lbs. 6 0	38 5 8
Crushed Sugar, &c. . 700 " 0 1	2 18 4
Tea, 7572 " 0 2	63 2 0
Coffee, 210 " 0 1½	1 6 3
Candles, 4036 " 0 1	16 16 4
Sperm Candles, . . . 36 " 0 4	0 12 0
Dried Fruit, 1164 " 0 1	4 17 0
Leather, 286 " 0 2	2 7 8
Tobacco, 4918 " 0 2	40 19 8
Sheep Skins, 36 doz. 3 0	0 9 0
Soap, 4714 lbs. 0 0½	9 16 5
Axes. 72 no. 1 6	5 8 0

£701 2 0

Railway Duties, £4,504 13 4, @ 2½ per cent.	£112 12 4
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Second Quarter ending 30th April 1858.

ORDINARY REVENUE.

Balance in hand 31st January,	£291 15 4
Import Duties,	161 14 5
	£453 9 9

He charges—

Commission on account Salary,	£17 10 10
Do. 1 pr ct. on Sav. Bank deposits, £1188 17s.	11 17 9
Drawbacks on articles exported,	5 12 6
Remitted Treasurer,	239 16 11
	274 18 0

Balance in hand,	£178 11 9
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RAILWAY DUTIES.

Amount collected,	£13 14 5
DR.	
Remitted Treasurer,	£13 14 5

SICK AND DISABLED SEAMEN.

Balance in hand last Audit,	....	....	....	....	....	£2 17 5
DR.						
Remitted Treasurer,	....	....	....	....	....	£2 17 5

Particulars of Import Duties.

Ad-Valorem, @ 10 per cent.	£11 19 2	....	....	£1 3 11
Rum, &c. 378 gallons, @	1 6	....	....	28 7 0
Gin, &c. 719 "	2 6	....	....	89 17 6
Candles, 40 lbs.	0 1	....	....	0 3 4
Leather, 376½ "	0 2	....	....	3 2 9
Tea, 2310 "	0 2	....	....	19 5 0
Tobacco, 449 "	0 2	....	....	3 14 10
Sugar, 36 cwt. 3 qrs. 0 "	6 0	....	....	11 0 6
Crushed Sugar, 205 "	0 1	0 17 1
Wine, 33 gallons,	2 6	4 2 6
				<u>£161 14 5</u>

Railway Duties, £548 16 8, @ 2½ per cent.	£13 14 5
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Third Quarter ending 31st July 1858.

Balance in hand 30th April,	£178 11 9
Import Duties,	2,079 12 3
Export Duties,	....	....	....	....	276 12 1
					<u>£2,534 16 1</u>

He charges—

Commission,	£101 1 9
Remitted Treasurer,	1,970 16 0
					<u>£2,071 17 9</u>

Balance in hand,	<u>£462 18 4</u>
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RAILWAY DUTIES.

Amount collected,	£501 19 8
DR.					
Remitted Treasurer,	<u>£501 19 8</u>

LIGHT HOUSES.

Amount collected,	....	....	....	....	£113 13 0
DR.					
Remitted Treasurer,	....	....	....	....	<u>£113 13 0</u>

SICK AND DISABLED SEAMEN.

Amount collected,	....	....	....	....	£33 18 9
DR.					
Paid Deputy Treasurer, Newcastle,	....	....	....	....	<u>£33 18 9</u>

EMIGRANT DUTIES,

Amount collected,	....	....	....	....	£0 10 0
DR.					
Remitted Treasurer,	....	....	....	....	<u>£0 10 0</u>

Export Duties.

631 Tons Pine Timber, @ 1s.,	....	....	....	....	£31 11 0
129 " Birch " 9d.	....	....	....	....	4 16 9
4,804,333 superficial feet Sawn Lumber, @ 1s.	....	....	....	....	240 4 4
					<u>£276 12 1</u>

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£4,513	6	8	....	....	£45	2	8
Do. 10 "	9,684	3	4	....	....	968	8	4
Do. 15 "	1,062	2	0	....	....	159	6	4
Tea, . . . 24,042 lbs.	@	0	2	....	....	200	7	0
Tobacco, . . . 6,434 "		0	2	....	....	53	12	4
Candles, . . . 4,486 "		0	1	....	....	18	13	10
Soap, . . . 14,978 "		0	0½	....	....	31	4	1
Leather, . . . 3,488½ "		0	2	....	....	29	1	5
Dried Fruit, . . . 279 "		0	1	....	....	1	3	3
Sperm Candles . . . 72 "		0	4	....	....	1	4	0
Coffee, . . . 1,457 "		0	1½	....	....	9	2	1
Sugar, 202 cwt. 2 qrs. 13 "		6	0	....	....	60	15	8
Crushed Sugar, &c. . . 2469 "		0	1	....	....	10	5	9
Axes, . . . 48 no.		1	6	....	....	3	12	0
Brandy, . . . 204½ gallons,		4	0	....	....	40	18	0
Rum, &c. . . 1807 "		1	6	....	....	135	10	6
Gin, &c. . . 2076 "		2	6	....	....	259	10	0
Wine, . . . 99 "		2	6	....	....	12	7	6
Malt Liquor, . . . 1390 "		0	6	....	....	34	15	0
Lemon Syrup, . . . 92½ "		1	0	....	....	4	12	6
						<hr/>		
						£2,079	12	3
Railway Duties, £20,079 6 8, @ 2½ per cent.				....	....	£501	19	8

Fourth Quarter ending 31st October 1858.

ORDINARY REVENUE.

Balance in hand 31st July,	....	....	....	....	....	£462	18	4
Import Duties,	....	....	....	....	....	1,372	2	8
Export Duties,	....	....	....	....	....	362	14	9
						<hr/>		
						£2,197	15	9
He charges—								
Commission on Savings Bank deposits,	....	....	....	....	£12	4	6	
Drawbacks on Exports,	....	....	....	....	13	0	11	
Remitted Treasurer,	....	....	....	....	1,702	14	0	
						<hr/>		
						1,727	19	5
						<hr/>		
Balance in hand,	....	....	....	....	....	£496	16	4
						<hr/>		
RAILWAY DUTIES.								
Amount collected,	....	....	....	....	....	£256	1	6
DR.								
Remitted Treasurer,	....	....	....	....	....	£256	1	6
						<hr/>		
LIGHT HOUSES.								
Amount collected,	....	....	....	....	....	£104	14	7
DR.								
Remitted Treasurer,	....	....	....	....	....	£104	14	7
						<hr/>		
SICK AND DISABLED SEAMEN.								
Amount collected,	....	....	....	....	....	£35	17	5
DR.								
Paid Deputy Treasurer, Newcastle,	....	....	....	....	....	£35	17	5
						<hr/>		
BUOYS AND BEACONS.								
Amount collected, ....	....	....	....	....	....	£125	13	8
DR.								
Paid Commissioners,	....	....	....	....	....	£125	13	8
						<hr/>		

Export Duties.

613½ Tons Pine Timber, @ 1s.,	....	....	....	....	£30	13	6
93 " Hardwood do. 9d.	....	....	....	....	3	9	9
6,571,500 superficial feet Sawn Lumber, @ 1s.	....	....	....	....	328	11	6
					<u>£362</u>	<u>14</u>	<u>9</u>

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£634	14	11	....	....	£6	6	10
Do. 10 "	3,998	13	4	....	....	399	17	4
Do. 15 "	447	0	6	....	....	67	1	1
Tea, . . . 20,342 lbs.	@	0	2	....	....	169	10	4
Tobacco, . . . 8,658 "		0	2	....	....	72	3	0
Soap, . . . 13,983 "		0	0½	....	....	29	2	7
Candles, . . . 8,830 "		0	1	....	....	36	15	10
Dried Fruit, . . . 1,533 "		0	1	....	....	6	7	9
Leather, . . . 2,217 "		0	2	....	....	18	9	6
Sugar, 426 cwt. 1 qr. 0 "		6	0	....	....	127	17	6
Crushed Sugar, &c. . . 4040 "		0	1	....	....	16	16	8
Coffee, . . . 1176 "		0	1½	....	....	7	7	0
Axes, . . . 24 no.		1	6	....	....	1	16	0
Rum, &c. . . 2141 gallons,		1	6	....	....	160	11	6
Brandy, . . . 75 "		4	0	....	....	15	0	0
Gin, &c. . . 1594 "		2	6	....	....	199	5	0
Lemon Syrup, . . . 59½ "		1	0	....	....	2	19	6
Malt Liquor, . . . 630½ "		0	6	....	....	15	15	3
Wine, . . . 152 "		2	6	....	....	19	0	0
						<u>£1,372</u>	<u>2</u>	<u>8</u>
Railway Duties, £10,243, @ 2½ per cent.	....	....	....	....	....	<u>£256</u>	<u>1</u>	<u>6</u>

General Account Current for the Year ending 31st October 1858.

Balance in hand 31st October 1857,	£325	3	7					
Off—£50 remitted Treasurer previously, credited by him,	50	0	0					
						<u>£275</u>	<u>3</u>	<u>7</u>
Import Duties, ....	....	....	....	....	....	4,314	11	4
Export Duties, ....	....	....	....	....	....	673	1	10
Railway Impost, ....	....	....	....	....	....	884	7	11
Auction Duties, ....	....	....	....	....	....	2	18	5
Light House Duties, ....	....	....	....	....	....	224	8	7
Sick and Disabled Seamen, ....	....	....	....	....	....	72	13	7
Emigrant Impost, ....	....	....	....	....	....	0	10	0
Buoys and Beacons, ....	....	....	....	....	....	125	13	8
						<u>£6,573</u>	<u>8</u>	<u>11</u>
<i>He charges—</i>								
Commission as Salary for Treasurer,	£200	0	0					
Do. on Savings Bank deposits, ...	24	2	3					
Drawbacks allowed and paid, ...	18	13	5					
Commissioners Sick and Disabled Seamen's Fund,	72	1	9					
Commissioners Buoys and Beacons,	125	13	8					
Remitted Treasurer,	5,665	7	1					
						<u>6,106</u>	<u>0</u>	<u>2</u>
Balance in hand, ....	....	....	....	....	....	<u>£467</u>	<u>8</u>	<u>9</u>

Export Duties.

1,244½ tons Pine Timber, @ 1s.	....	....	....	....	£62	4	6
222 tons Hardwood, @ 9d.	....	....	....	....	8	6	6
12,050,833 superficial feet Sawn Lumber, @ 1s.	602	10	10
					<u>£673</u>	<u>1</u>	<u>10</u>

Railway Duties.

On £35,375 16 8, @ 2½ per cent.	£884	7	11
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Particulars of Import Duties for the Year.

Ad-Valorem, @ 1 per cent.	£5,225	5	3	£52	4	11
Do. 10 "	15,015	4	2	....	....	1,501	10	5
Do. 15 "	2,062	12	0	....	....	309	7	10
Rum, &c. 5827 gallons, @ 1 6				....	....	437	0	6
Gin, &c. 5734 "				....	....	716	15	0
Brandy, 325½ "				....	....	65	2	0
Wine, 317 "				....	....	39	12	6
Lemon Syrup, 231½ "				....	....	11	11	6
Malt Liquor, 2034½ "				....	....	50	17	3
Sugar, 793 cwt. 1 qr. 4 lbs.				....	....	237	19	4
Crushed Sugar, 7414 "				....	....	30	17	10
Tea, 54266 "				....	....	452	4	4
Coffee, 2842 "				....	....	17	15	4
Candles, 17,392 "				....	....	72	9	4
Sperm Candles, 108 "				....	....	1	16	0
Dried Fruit, 2976 "				....	....	12	8	0
Leather, 6368 "				....	....	53	1	4
Sheep Skins, 3 doz.				....	....	0	9	0
Tobacco, 20,459 lbs.				....	....	170	9	10
Soap, 33,675 "				....	....	70	3	1
Axes, 144 no.				....	....	10	16	0
						<u>£4,314</u>	<u>11</u>	<u>4</u>

No. 48.

WILLIAM A. BLACK.—Newcastle.

To 25th January 1858.

ORDINARY REVENUE.

Balance per Account 31st Oct. 1857,	....	....	....	....	£316	19	1
Import Duties,	....	....	....	....	791	14	10
Export Duties.	....	....	....	....	79	14	3
					<u>£1,188</u>	<u>8</u>	<u>2</u>

He charges—

Commission,	....	....	....	....	£87	2	11
Remitted Treasurer,	....	....	....	....	864	12	1
Com. on Sav. Bank deposits, £299, at 1 per cent.					2	19	9
					<u>954</u>	<u>14</u>	<u>9</u>

Balance in hand,	<u>£233</u>	<u>13</u>	<u>5</u>
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RAILWAY DUTIES.

Amount collected,	£99	9	10
DR.							
Commission,	£9	18	11
Remitted Treasurer,	89	10	11
					<u>£99</u>	<u>9</u>	<u>10</u>

LIGHT HOUSES.

Amount collected,	£7	9	8
DR.			
Commission,	£0	14	10
Remitted Treasurer,	6	14	10
	£7	9	8

SICK AND DISABLED SEAMEN.

Balance due 31st October,	£7	9	8
Amount collected,	3	10	4
	£11	0	0
DR.			
Commission, ...	0	7	0
Balance in hand,	£10	13	0

Export Duties.

780 tons Pine Timber, @ 1s.	£39	0	0
814,250 superficial feet Sawn Lumber, @ 1s.	40	14	3
	£79	14	3
Amount in hand—			
Ordinary Services,	£233	13	5
Sick and Disabled Seamen's Fund, ...	10	13	0
	£244	6	5

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£60	8	4	£0	12	1
Do. 10 "	1,015	7	6	101	10	9
Do. 15 "	337	8	4	50	12	3
Gin, &c. 1902 gallons, @	2	6		237	15	0
Rum, 2897 "	1	6		217	5	6
Brandy, 118½ "	4	0		23	14	0
Wine, 61 "	2	6		7	12	6
Malt Liquor, 145 "	0	6		3	12	6
Lemon Syrup, 43½ "	1	0		2	3	6
Cider, 30 "	0	3		0	7	6
Leather, 1300 lbs.	0	2		10	16	8
Tea, 5541 "	0	2		46	3	6
Soap, 4296 "	0	0½		8	19	0
Candles, 1936 "	0	1		8	1	4
Tobacco, 3753 "	0	2		31	5	6
Coffee, 50 "	0	1½		0	6	3
Dried Fruit, 3017 "	0	1		12	11	5
Crushed Sugar, 235 "	0	1		0	19	7
Sugar, 88 cwt.	6	0		26	8	0
Axes, 12 no.	1	6		0	18	0
				£791	14	10
Railway Duties, £3,979 13 4, @ 2½ per cent.				£99	9	10

No. 49.

RICHARD SUTTON—Newcastle.

For Quarter ending 30th April 1858.

ORDINARY REVENUE.

Amount collected,	£65	7	6
19	Carried forward,		

					<i>Brought forward,</i>	£65 7 6	
<i>He charges—</i>							
Commission,	....	....	....	....	£6 10 9	
Remitted Treasurer,	....	....	....	....	78 14 1	
Commission, 1 pr. ct. on Sav. Bank deposits, £13,					0 2 7—	85 7 5	
						<hr/>	
Balance due Deputy Treasurer,	....	....	....	....		£19 19 11
<hr/>							
RAILWAY DUTIES.							
Amount collected,	....	....	....	....		£3 9 11
DR.							
Remitted Treasurer,	....	....	....	....		£3 9 11
<hr/>							
<i>Particulars of Import Duties.</i>							
Rum, &c.	.	.	577 gallons,	@	1s. 6d.	£43 5 6	
Gin, &c.	.	.	154 "		2 6	19 5 0	
Sugar,	.	.	9 cwt. 2 qrs.		6 0	2 17 0	
						<hr/>	
						£65 7 6	
Railway Duties, £139 16 8, @ 2½ per cent.	....	....	....	....		£3 9 11
<hr/>							
<i>Third Quarter ending 31st July 1858.</i>							
ORDINARY REVENUE.							
Import Duties,	....	....	....	....	....	£1,515 4 4
Export Duties,	....	....	....	....	....	651 3 3
						<hr/>	
						£2,166 7 7	
<i>He charges—</i>							
Balance due 30th April,	....	....	....	....	£19 19 11	
Balance of Commission,	....	....	....	....	193 9 2	
Com. 1 pr. ct. on Sav. Bank deposits, £171 11 1,					1 14 3		
Remitted Treasurer,	....	....	....	....	1,607 8 4—	1,822 11 8
						<hr/>	
Balance in hand,	..	....	....	....		£343 15 11
<hr/>							
RAILWAY DUTIES.							
Amount collected,	....	....	....	....		£426 10 1
DR.							
Remitted Treasurer,	....	....	....	....		£426 10 1
<hr/>							
LIGHT HOUSES.							
Amount collected,	....	....	....	....		£196 19 9
DR.							
Remitted Treasurer,	....	....	....	....		£196 19 9
<hr/>							
SICK AND DISABLED SEAMEN.							
Amount collected,	....	....	....	....	....	£69 1 9
Received from Deputy Treasurer, Chatham,	....	....	....	....	....	33 18 9
						<hr/>	
						£103 0 6	
DR.							
Paid Commissioners,	....	....	....	....	....	£103 0 6
<hr/>							
<i>Export Duties.</i>							
3,454 tons Pine Timber, @ 1s.	....	....	....	....	....	£172 14 0
412 " Birch " 9d.	....	....	....	....	....	15 9 0
9,260,250 superficial feet Sawn Lumber, @ 1s.	....	....	....	....	....	463 0 3
						<hr/>	
						£651 3 3	
<hr/>							

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£3,709	11	8	....	....	£37	1	11
Do. 10 "	7,237	5	0	....	....	723	14	6
Do. 15 "	726	2	2	....	....	108	18	4
Sugar, 202 cwt. 0 qrs. 14 lbs. @		6	0	....	....	60	12	9
Crushed Sugar, . 3,168 "		0	1	....	....	13	4	0
Tea, . . 19,034 "		0	2	....	....	158	12	4
Tobacco, . . 7,698 "		0	2	....	....	64	3	0
Soap, . . 17,810 "		0	0½	....	....	37	2	1
Candles, . . 3,680 "		0	1	....	....	15	6	8
Leather, . . 1,793 "		0	2	....	....	14	18	10
Coffee, . . 1,114 "		0	1½	....	....	6	19	3
Dried Fruit, . . 800 "		0	1	....	....	3	6	8
Axes, . . 48 no.		1	6	....	....	3	12	0
Gin, &c. . . 942 gallons,		2	6	....	....	117	15	0
Rum, &c. . . 899 "		1	6	....	....	67	8	6
Brandy, . . 63 "		4	0	....	....	12	12	0
Wine, . . 190 "		2	6	....	....	23	15	0
Malt Liquor, . . 1,667 "		0	6	....	....	41	13	6
Cider, . . 114 "		0	3	....	....	1	8	6
Lemon Syrup, . . 59½ "		1	0	....	....	2	19	6
						£1,515	4	4
Railway Duties, £17,060 3 4, @ 2½ per cent.				....	....	£426	10	1

Fourth Quarter ending 31st October 1858.

ORDINARY REVENUE.

Balance in hand 31st July,	....	....	....	....	....	£343	15	11
Import Duties, ...	....	....	....	....	....	1,101	2	3
Export Duties, ....	....	....	....	....	....	623	5	9
He charges—						£2,068	3	11
Remitted Treasurer, ....	....	....	....	....	....	1,632	13	6
Balance in hand,	....	....	....	....	....	£435	10	5
RAILWAYS.								
Amount collected, ....	....	....	....	....	....	£281	0	10
DR.								
Remitted Treasurer, ....	....	....	....	....	....	£281	0	10
LIGHT HOUSES.								
Amount collected, ....	....	....	....	....	....	£165	12	6
DR.								
Remitted Treasurer, ....	....	....	....	....	....	£165	12	6
SICK AND DISABLED SEAMEN.								
Amount collected, ....	....	....	....	....	....	£54	7	5
Received from Deputy Treasurer, Chatham, ....	....	....	....	....	....	35	17	5
DR.								
Paid Commissioners, ....	....	....	....	....	....	£90	4	10
						£90	4	10

Export Duties.

2,286 tons Pine Timber, @ 1s. ....	....	....	....	....	....	£114	6	0
638 " Hardwood, 9d. ....	....	....	....	....	....	23	18	6
9,701,250 superficial feet Sawn Lumber, @ 1s. ....	....	....	....	....	....	485	1	3
						£623	5	9

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£1,689	4	2	....	....	£16	17	10
Do. 10 "	4,263	16	8	....	....	426	7	8
Do. 15 "	293	15	7	....	....	44	1	4
Sugar, 341 cwt. 0 qr. 14 lbs. @	6	0	....	....	....	102	6	9
Crushed Sugar, . 737 "	0	1	....	....	....	3	1	5
Tobacco, . . 12,645 "	0	2	....	....	....	105	7	6
Soap, . . 13,716 "	0	0½	....	....	....	28	11	6
Tea, . . 16,701 "	0	2	....	....	....	139	3	6
Coffee, . . 560 "	0	1½	....	....	....	3	10	0
Dried Fruit, . . 2,103 "	0	1	....	....	....	8	15	3
Candles, . . 4,826 "	0	1	....	....	....	20	2	2
Sperm Candles, . 30 "	0	4	....	....	....	0	10	0
Leather, . . 3,637 "	0	2	....	....	....	30	6	2
Axes, . . 60 no.	1	6	....	....	....	4	10	0
Rum, &c. . . 1,219 gallons,	1	6	....	....	....	91	8	6
Gin, &c. . . 548 "	2	6	....	....	....	68	10	0
Brandy, . . 2½ "	4	0	....	....	....	0	9	0
Wine, . . 2½ "	2	6	....	....	....	0	5	8
Malt Liquor, . . 190 "	0	6	....	....	....	4	15	0
Lemon Syrup, . . 43 "	1	0	....	....	....	2	3	0
						£1,101	2	3
Railway Duties, £11,241 13 4, @ 2½ per cent.				....	....	£281	0	10

General Account Current with the Province to 31st October 1858.

Import Duties,	£2,681	14	1
Export Duties,	1,274	9	0
Railway Duties,	711	0	10
Light House Duties, ...	362	12	3
Sick and Disabled Seamen's Fund, including payments by Deputy Treasurer, Chatham,	193	5	4
Buoys and Beacons,	184	19	9
	£5,408	1	3

He charges—

Commission, as detailed,	£199	19	11
Add—Short, ...	0	0	1

	£200	0	0
Commission on Savings Bank Deposits,	1	16	10
Commissioners Sick and Disabled Seamen,	193	5	4
Remitted Treasurer,	4,392	9	0
Paid Commissioners Buoys and Beacons,	184	19	9

4,972 10 11

Balance in hand, £435 10 4

Railway Duties.

On £28,441 13 4, @ 2½ per cent. £711 0 10

Export Duties.

5,740 tons Pine Timber, @ 1s.	£287	0	0
1,050 " Hardwood, @ 9d.	39	7	6
18,961,500 superficial feet Sawn Lumber, @ 1s.	948	1	6

£1,274 9 0

Particulars of Import Duties for the Year.

Ad-Valorem, @ 1 per cent.	£5,398 15 10	....	....	£53 19 9
Do. 10 "	11,501 1 8	....	....	1,150 2 2
Do. 15 "	1,019 17 9	....	....	152 19 8
Rum, &c. 2,695 gallons, @	1 6	....	....	202 2 6
Gin, &c. 1,644 "	2 6	....	....	205 10 0
Brandy, 65½ "	4 0	....	....	13 1 0
Wine, 192½ "	2 6	....	....	24 0 8
Malt Liquor, 1,857 "	0 6	....	....	46 8 6
Lemon Syrup, 102½ "	1 0	....	....	5 2 6
Cider, 114 "	0 3	....	....	1 8 6
Sugar, 552 cwt. 3 qrs. 0 lbs.	6 0	....	....	165 16 6
Crushed Sugar, 3,905 "	0 1	....	....	16 5 5
Tea, 35,735 "	0 2	....	....	297 15 10
Tobacco, 20,343 "	0 2	....	....	196 10 6
Soap, 31,526 "	0 0½	....	....	65 13 7
Candles, 8,506 "	0 1	....	....	35 8 10
Leather, 5,430 "	0 2	....	....	45 5 0
Coffee, 1,674 "	0 1½	....	....	10 9 3
Dried Fruit, 2,903 "	0 1	....	....	12 1 11
Sperm Candles, 30 "	0 4	....	....	0 10 0
Axes, 108 no.	1 6	....	....	8 2 0
				<u>£2,681 14 1</u>

KENT COUNTY.**No. 50.**

JOHN W. WELDON.—Richibucto.

*First Quarter ending 31st January 1858.***ORDINARY REVENUE.**

Balance in hand 31st October 1857,	....	....	....	....	£792 9 7
Import Duties,	....	....	....	....	645 0 3
Export Duties,	....	....	....	....	61 17 3
					<u>£1,499 7 1</u>

He charges—

Commission,	....	....	....	....	£70 13 9
Remitted Treasurer,	....	....	....	....	626 16 2
					<u>697 9 11</u>
Balance in hand,	....	....	....	....	<u>£801 17 2</u>

The Deputy Treasurer brings forward the balance on hand 31st October, £790 5 9, (£2 3 10 short,) which is corrected above.

RAILWAY DUTIES.

Amount collected,	....	....	....	....	£105 11 6
Dr.					
Commission,	....	....	....	....	£10 11 2
Remitted Treasurer,	....	....	....	....	95 0 4
					<u>£105 11 6</u>

LIGHT HOUSES.

Amount collected,	£0	10	4
DR.			
Commission,	£0	1	0
Remitted Treasurer,	0	9	4
	<hr/>		
	£0	10	4

SICK AND DISABLED SEAMEN.

Amount collected,	£0	10	4
DR.			
Commission,	£0	1	0
Due Deputy Treasurer, 31st October,	5	15	1
	<hr/>		
	5	16	1
Due him,	£5	5	9

By reference to Audit on annual Accounts ending 31st October last, it will be observed that the balance then advanced by him, £5 15 1, was carried to his credit in that Account. The charge therefore now made against this Fund is incorrect. Instead of which he stands debited with collections made this Quarter, 10s. 4d. less Commission, 1s.—Nett, 9s. 4d.

Export Duties.

40 tons Pine Timber, @ 1s.	£2	0	0
1,197,250 superficial feet Sawn Lumber, @ 1s.	59	17	3
	<hr/>		
	£61	17	3

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£17	10	0	£0	3	6
Do. 10 "	989	8	4	98	18	10
Do. 15 "	195	0	0	29	5	0
Rum, &c. 2,874 gallons, @ 1 6	215	11	0			
Gin, &c. 442 " @ 2 6	55	5	0			
Brandy, 66 " @ 4 0	13	4	0			
Wine, 32 " @ 2 6	4	0	0			
Malt Liquor, 102 " @ 0 6	2	11	0			
Lemon Syrup, 8 " @ 1 0	0	8	0			
Sugar, 153 cwt. 3 qrs. 0 lbs. @ 6 0	46	2	6			
Crushed Sugar, 741 " @ 0 1	3	1	9			
Tea, 6,764 " @ 0 2	56	7	4			
Coffee, 608 " @ 0 1½	3	16	0			
Candles, 3,460 " @ 0 1	14	8	4			
Dried Fruit, 2,176 " @ 0 1	9	1	4			
Leather, 2,407 " @ 0 2	20	1	2			
Tobacco, 7,690 " @ 0 2	64	1	8			
Soap, 4,172 " @ 0 0½	8	13	10			
	<hr/>			£645	0	3
Railway Duties, £4,223, @ 2½ per cent.	£105	11	6			

Second Quarter ending 30th April 1858.

ORDINARY REVENUE.

Balance in hand 31st January,	£801	17	2
Import Duties, ...	73	16	0
	<hr/>		
	£875	13	2

Carried forward,

	<i>Brought forward,</i>	....	...	....	£875 13 2
<i>He charges—</i>					
Commission,	....	....	....	....	£7 7 7
Remitted Treasurer,	....	....	....	....	97 6 0—
					104 13 7
	Balance in hand,	....	....	....	<u>£770 19 7</u>
RAILWAY DUTIES.					
Amount collected,	....	....	....	....	£12 19 6
<i>DR.</i>					
Commission,	....	....	....	....	£1 6 0
Remitted Treasurer,	....	....	....	....	11 13 6
					<u>£12 19 6</u>
<i>Particulars of Import Duties.</i>					
Ad-Valorem, @ 10 per cent.	£2 10 0	....	....	....	£0 5 0
Tea, . . . 2,879 lbs.	@ 0 2	....	....	....	23 19 10
Tobacco, . . . 3,687 "	0 2	....	....	....	30 14 6
Soap, . . . 1,680 "	0 0½	....	....	....	3 10 0
Candles, . . . 800 "	0 1	....	....	....	3 6 8
Sugar, . . . 40 cwt.	6 0	....	....	....	12 0 0
					<u>£73 16 0</u>
Railway Duties, £519, @ 2½ per cent.	....	....	....	....	<u>£12 19 6</u>

Part of Third Quarter for Month of May 1858, he having resigned office 1st June.

ORDINARY-REVENUE.

Balance in hand 30th April,	....	....	....	....	....	£770 19 7
Import Duties,	....	....	....	....	....	111 2 2
						<u>£882 1 9</u>
<i>He charges—</i>						
Commission,	....	....	....	....	....	£11 2 0
Remitted Treasurer,	....	....	....	....	....	691 5 0—
						702 7 0
	Balance in hand,	....	....	....	....	<u>£179 14 9</u>
RAILWAY DUTIES.						
Amount collected,	....	....	....	....	....	£35 12 0
<i>DR.</i>						
Commission,	....	....	....	....	....	£3 11 2
Remitted Treasurer,	....	....	....	....	....	32 0 10
						<u>£35 12 0</u>
LIGHT HOUSES.						
Amount collected,	....	....	....	....	....	£21 0 6
<i>DR.</i>						
Commission,	....	....	....	....	....	£2 2 7
Remitted Treasurer,	....	....	....	....	....	18 17 11
						<u>£21 0 6</u>
SICK AND DISABLED SEAMEN.						
Amount collected,	....	....	....	....	....	£13 4 0
Balance in hand 31st January,	....	....	....	....	....	0 9 4
						<u>£13 13 4</u>
<i>DR.</i>						
Commission,	....	....	....	....	....	1 6 5
	Balance in hand,	....	....	....	....	<u>£12 6 11</u>

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£636 13 4	....	....	£6 7 4
Do. 10 "	261 5 0	....	....	26 2 6
Do. 15 "	38 11 8	....	....	5 15 9
Tobacco, 1,463 lbs. @	0 2	....	....	12 3 10
Sugar, 121 cwt. 0 qrs. 14 "	6 0	....	....	36 6 9
Soap, 992 "	0 0½	....	....	2 1 4
Tea, 215 "	0 2	....	....	1 15 10
Dried Fruit, 25 "	0 1	....	....	0 2 1
Leather, 417 "	0 2	....	....	3 9 6
Coffee, 74 "	0 1½	....	....	0 9 3
Candles, 240 "	0 1	....	....	1 0 0
Rum, &c. 202 gallons,	1 6	....	....	15 3 0
Lemon Syrup, 5 "	1 0	....	....	0 5 0
				<u>£111 2 2</u>
Railway Duties, £1,424, @ 2½ per cent.	....	....	....	<u>£35 12 0</u>

General Account Current for Seven Months ending 31st May 1858.

Balance in hand 31st October 1857,	£1,102 18 7
Import Duties,	829 18 5
Export Duties,	61 17 3
Railway Duties,	154 3 0
Light Houses,	21 10 10
Sick and Disabled Seamen,	13 14 4
Buoys and Beacons,	6 19 7
	<u>£2,191 2 0</u>

He charges—

Commission, including 14s. on Collections, Buoys and Beacons Account,	£108 16 8
Remitted Treasurer,	1,573 9 1
Paid Commissioners of Buoys and Beacons,	311 0 0
	<u>1,993 5 9</u>
Balance in hand,	£197 16 3
<i>Of which—</i>	
Due Ordinary Service Account,	£179 14 9
Sick and Disabled Seamen,	12 6 11
Buoys and Beacons,	5 14 7
	<u>£197 16 3</u>

Export Duties.

40 tons Pine Timber, at 1s.	£2 0 0
1,197,250 superficial feet Sawn Lumber, at 1s.	59 17 3
	<u>£61 17 3</u>

Railway Duties.

On £6,166, at 2½ per cent.	£154 3 0
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Import Duties for Seven Months ending 1st June 1858.

Ad-Valorem, @ 1 per cent.	£654 3 4	£6 10 10
Do. 10 "	1,253 3 4	....	....	125 6 4
Do. 15 "	233 11 8	....	....	35 0 9
				<u>£166 17 11</u>
<i>Carried forward,</i>				

		<i>Brought forward,</i>		....	....	£166 17 11
Rum, &c.	3,076 gallons,	@	1s. 6d.	....	....	230 14 0
Gin, &c.	442 "		2 6	....	....	55 5 0
Brandy,	66 "		4 0	....	....	13 4 0
Wine,	32 "		2 6	....	....	4 0 0
Malt Liquor,	102 "		0 6	....	....	2 11 0
Lemon Syrup,	13 "		1 0	....	....	0 13 0
Sugar,	314 cwt. 3 qrs. 14 lbs.		6 0	....	....	94 9 3
Crushed Sugar,	741 "		0 1	....	....	3 1 9
Tea,	9,858 "		0 2	....	....	82 3 0
Coffee,	682 "		0 1½	....	....	4 5 3
Candles,	4,500 "		0 1	....	....	18 15 0
Dried Fruit,	2,201 "		0 1	....	....	9 3 5
Leather,	2,824 "		0 2	....	....	23 10 8
Tobacco,	12,840 "		0 2	....	....	107 0 0
Soap,	6,844 "		0 0½	....	....	14 5 2
						<u>£829 18 5</u>

No. 51.

HENRY LIVINGSTON.—Richibucto.

For the Two Months ending 31st July 1858.

ORDINARY REVENUE.

Import Duties,	....	....	....	....	....	....	£562 3 7
Export Duties,	....	....	....	....	....	....	243 6 6
							<u>£805 10 1</u>
He charges—							
Commission,	....	....	....	....	£80 11 0		
Remitted Treasurer,	....	....	....	....	730 10 1		
							<u>811 1 1</u>
Due Deputy Treasurer,							<u>£5 11 0</u>
RAILWAY DUTIES.							
Amount collected,	....	..	....	....	....	....	£177 13 10
DR.							
Commission,	....	....	....	....	£17 15 5		
Remitted Treasurer,	....	....	....	....	159 18 5		
							<u>£177 13 10</u>
LIGHT HOUSES.							
Amount collected,	....	....	....	....	....	....	£76 10 6
DR.							
Commission,	....	....	....	....	£7 13 0		
Remitted Treasurer,	....	....	....	....	68 17 6		
							<u>£76 10 6</u>
SICK AND DISABLED SEAMEN.							
Amount collected,	....	....	....	....	....	....	£44 11 4
DR.							
Commission,	....	....	....	....	....	....	4 9 2
							<u>£40 2 2</u>
BUOYS AND BEACONS.							
Amount collected,	....	....	....	....	....	....	<u>£25 4 11</u>

Export Duties.

4,866,500 superficial feet Sawn Lumber, @ 1s. £243 6 6

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£3,356 5 10	....	....	£33 11 3
Do. 10 "	2,271 17 6	....	....	227 3 9
Do. 15 "	204 13 4	....	....	30 14 0
Tea, . . . 3,128 lbs.	@ 0 2	....	....	26 1 4
Sugar, 91 cwt. 0 qrs. 4 "	6 0	....	....	27 6 3
Refined Sugar, . . . 175 "	0 1	....	....	0 14 7
Tobacco, . . . 5,838 "	0 2	....	....	48 13 0
Soap, . . . 1,831 "	0 0½	....	....	3 16 3
Leather, . . . 536 "	0 2	....	....	4 9 4
Coffee, . . . 289 "	0 1½	....	....	1 16 2
Candles, . . . 1,122 "	0 1	....	....	4 13 6
Dried Fruit, . . . 200 "	0 1	....	....	0 16 8
Axes, . . . 24 no.	1 6	....	....	1 16 0
Rum, &c. . . . 1,148 gallons,	1 6	....	....	86 2 0
Gin, &c. . . . 434 "	2 6	....	....	54 5 0
Malt Liquor, . . . 409 "	0 6	....	....	10 4 6

£562 3 7

Railway Duties, £7,107 13 4, @ 2½ per cent. £177 13 10

Fourth Quarter ending 31st October 1858.

ORDINARY REVENUE.

Import Duties,	£430 13 5
Export Duties,	262 3 6
Moiety of Seizures,	8 0 0

£700 16 11

He charges—

Balance due 31st July,	£5 11 0
Remitted Treasurer,	453 5 2
Commission,	69 4 6

528 0 8

Balance in hand, £172 16 3

The above balance the Deputy Treasurer alleges he retains to meet School Warrants now in his hands, and due.

RAILWAY DUTIES.

Amount collected, £116 3 7

DR.

Commission,	£11 12 4
Remitted Treasurer,	104 11 3

£116 3 7

LIGHT HOUSES.

Amount collected, £54 4 6

DR.

Commission,	£5 8 5
Remitted Treasurer,	48 16 1

£54 4 6

SICK AND DISABLED SEAMEN.

Balance in hand 31st July,	....	....	....	....	....	£40	2	2
Amount collected,	....	....	....	....	....	33	2	0
DR.						£73	4	2
Commission, ...	....	....	....	....	£3 6 2			
Paid Commissioners,	69 18 0—	£73	4	2

BUOYS AND BEACONS.

Amount collected,	£18	17	11
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Export Duties.

190 tons Pine Timber, @ 1s.	£9	10	0
5,053,500 superficial feet Sawn Lumber, @ 1s.	252	13	6
						£262	3	6

Particulars of Import Duties for the Quarter ending 31st October.

Ad-Valorem, @ 1 per cent.	£559	3	4	....	....	£5	11	10
Do. 10 "	1,666	6	8	....	....	166	12	8
Do. 15 "	130	3	4	....	....	19	10	6
Tea, . . . 9,142 lbs.	@	0	2	....	....	76	3	8
Sugar, 169 cwt. 2 qrs. 4 "		6	0	....	....	50	17	2
Tobacco, . . . 3,287 "		0	2	....	....	27	7	10
Candles, . . . 1,618 "		0	1	....	....	6	14	10
Soap, . . . 4,494 "		0	0½	....	....	9	7	3
Leather, . . . 1,352 "		0	2	....	....	11	5	4
Dried Fruit, . . . 100 "		0	1	....	....	0	8	4
Rum, &c. . . . 325 gallons,		1	6	....	....	24	7	6
Gin, &c. . . . 155 "		2	6	....	....	19	7	6
Wine, 32 "		2	6	....	....	4	0	0
Brandy, 41 "		4	0	....	....	8	4	0
Malt Liquor, . . . 30 "		0	6	....	....	0	15	0
						£430	13	5
Railway Duties, £4,647 3 4, @ 2½ per cent.	....	....	....	....	....	£116	3	7

Particulars of Import Duties for Five Months of the Year, collected and credited by Deputy Treasurer Livingston, commencing 1st June and ending 31st Oct. 1858.

Ad-Valorem, @ 1 per cent.	£3,915	8	4	....	....	£39	3	1
Do. 10 "	3,938	4	2	....	....	393	16	5
Do. 15 "	334	16	8	....	....	50	4	6
Tea, . . . 12,270 lbs.	@	0	2	....	....	102	5	0
Sugar, 260 cwt. 2 qrs. 8 "		6	0	....	....	78	3	5
Tobacco, . . . 9,125 "		0	2	....	....	76	0	10
Crushed Sugar, . . . 175 "		0	1	....	....	0	14	7
Candles, . . . 2,740 "		0	1	....	....	11	8	4
Soap, . . . 6,325 "		0	0½	....	....	13	3	6
Leather, . . . 1,888 "		0	2	....	....	15	14	8
Coffee, . . . 289 "		0	1½	....	....	1	16	2
Dried Fruit, . . . 300 "		0	1	....	....	1	5	0
Rum, &c. . . . 1,473 gallons,		1	6	....	....	110	9	6
Gin, &c. . . . 589 "		2	6	....	....	73	12	6
Malt Liquor, . . . 439 "		0	6	....	....	10	19	6
Wine, 32 "		2	6	....	....	4	0	0
Brandy, 41 "		4	0	....	....	8	4	0
Axes, 24 no.		1	6	....	....	1	16	0
						£992	17	0
Railway Collections for Five Months, £11,754 16 8, @ 2½ per cent.						£293	17	5

General Account Current for Five Months, 1st June to 31st October inclusive, end of Fiscal Year.

Import Duties,	£992 17 0
Export Duties,	505 10 0
Moiety of Seizures,	8 0 0
Railway Impost,	293 17 5
Light Houses,	130 15 0
Sick and Disabled Seamen,	77 13 4
Buoys and Beacons,	44 2 10
	<hr/>
	£2,052 15 7
 He charges—	
Commission, as detailed,	£200 0 0
Remitted Treasurer,	1,565 18 6
Commissioners Sick and Disabled Seamen's Fund,	69 18 0
	<hr/>
	1,835 16 6
 Balance in hand,	
	£216 19 1
 Of which—	
Due Ordinary Service Account,	£172 16 3
Buoy and Beacon Fund,	44 2 10
	<hr/>
	£216 19 1

Export Duties for the Five Months.

190 tons Pine Timber, @ 1s.	£9 10 0
9,920,000 superficial feet Sawn Lumber, @ 1s.	496 0 0
	<hr/>
	£505 10 0

No. 52.

ROBERT DOUGLASS.—Buctouche.

From 27th May to 31st July 1858.

ORDINARY REVENUE.	
Import Duties,	£354 18 11
Export Duties,	148 17 7
	<hr/>
	£503 16 6
 He charges—	
Commission,	£50 7 8
Remitted Treasurer,	174 6 10
	<hr/>
	224 14 6
 Balance in hand,	
	£279 2 0
 RAILWAY DUTIES.	
Amount collected,	£100 8 0
DR.	
Commission,	£10 0 10
Remitted Treasurer,	90 7 2
	<hr/>
	£100 8 0
 LIGHT HOUSES.	
Amount collected,	£60 0 0
DR.	
Commission,	£6 0 0
Remitted Treasurer,	54 0 0
	<hr/>
	£60 0 0

SICK AND DISABLED SEAMEN.

Amount collected,	....	....	....	....	....	....	£39 8 6
DR.							
Commission,	....	....	....	....	....	....	3 18 10
Balance in hand,	....	....	....	....	....	....	<u>£35 9 8</u>

Export Duties.

104 18-40 tons Birch Timber, @ 9d.	....	....	....	....	....	....	£3 18 4
2,899,254 superficial feet Sawn Lumber, @ 1s.	....	....	....	....	....	....	144 19 3
							<u>£148 17 7</u>

No Account from predecessor in office, as to collections and payments. Accounts with that officer in precisely the same state they were on the 31st October 1857.

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£1,292	18	4	....	....	....	£12 18 7
Do. 10 "	1,795	1	8	....	....	....	179 10 2
Do. 15 "	40	3	4	....	....	....	6 0 6
Tea, . . . 5,245 lbs. @	0	2	....	....	....	....	43 14 2
Soap, . . . 1,720 "	0	0½	....	....	....	....	3 11 8
Candles, . . . 420 "	0	1	....	....	....	....	1 15 0
Leather, . . . 50 "	0	2	....	....	....	....	0 8 4
Malt Liquor, . . . 654 gallons,	0	6	....	....	....	....	16 7 0
Brandy, . . . 34 "	4	0	....	....	....	....	6 16 0
Gin, &c. . . . 644 "	2	6	....	....	....	....	80 10 0
Wine, 27 "	2	6	....	....	....	....	3 7 6
							<u>£354 18 11</u>
Railway Duties, £4,016, at 2½ per cent.	....	....	....	....	....	....	<u>£100 8 0</u>

Fourth Quarter ending 31st October 1858.

ORDINARY REVENUE.

Balance in hand 31st July,	....	....	....	....	....	....	£279 2 0
Import Duties,	....	....	....	....	....	....	236 9 10
Export Duties,	....	....	....	....	....	....	59 5 9
							<u>£564 17 7</u>

He charges—

Commission,	....	....	....	....	....	£29 11 6	
Remitted Treasurer,	....	....	....	....	266 4 1—		295 15 7
Balance in hand,	....	....	....	....	....	....	<u>£279 3 0</u>

RAILWAY DUTIES.

Amount collected,	....	....	....	....	....	....	£63 15 5
DR.							
Commission,	....	....	....	....	....	£6 7 6	
Remitted Treasurer,	....	....	....	....	57 7 11		
							<u>£63 15 5</u>

LIGHT HOUSES.

Amount collected,	....	....	....	....	....	....	£9 18 0
DR.							
Commission,	£0 19 10	
Remitted Treasurer,	8 18 2	
							<u>£9 18 0</u>

RAILWAY DUTIES.

Amount collected,	£212 19 9
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DR.

Commission,	£21 5 11		
Remitted Treasurer,	191 13 10		

								<u>£212 19 9</u>
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LIGHT HOUSES.

Amount collected,	£67 19 6
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DR.

Commission,	£6 15 11		
Remitted Treasurer,	61 3 7		

								<u>£67 19 6</u>
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SICK AND DISABLED SEAMEN.

Balance in hand 30th April,	£15 6 7
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Amount collected,	18 5 2
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								<u>£33 11 9</u>
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DR.

Commission,	1 16 6
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Balance in hand,	<u>£31 15 3</u>
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Export Duties.

913 Tons Pine Timber, @ 1s.	£45 13 0
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30 " Birch " 9d.	1 2 6
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606,500 superficial feet Sawn Lumber, @ 1s.	30 6 6
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								<u>£77 2 0</u>
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Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£3,164 15 0	£31 12 11
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Do. 10 "	3,145 5 10	314 10 7
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Do. 15 "	214 14 9	32 4 2
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Axes, . . . 60 no.	1 6	4 10 0
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Candies, . . . 2,292 lbs.	0 1	9 11 0
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Coffee, . . . 180 "	0 1½	1 2 6
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Dried Fruit, . . . 668 "	0 1	2 15 8
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Leather, . . . 1,509 "	0 2	12 11 6
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Soap, . . . 7,176 "	0 0½	14 19 0
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Sugar, 53 cwt. 1 qr. 6 "	6 0	15 19 10
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Tea, . . . 8,484 "	0 2	70 14 0
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Tobacco, . . . 2,427 "	0 2	20 4 6
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Calf Skins, . . . 2 doz.	6 0	0 12 0
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Sheep Skins, . . . 2 "	3 0	0 6 0
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Rum, &c. . . . 121 gallons,	1 6	9 1 6
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Brandy, . . . 105 "	4 0	21 0 0
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Gin, &c. . . . 415 "	2 6	51 17 6
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Wine, . . . 60 "	2 6	7 10 0
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Malt Liquor, . . . 580 "	0 6	14 10 0
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Lemon Syrup, . . . 6 "	1 0	0 6 0
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								<u>£635 18 8</u>
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Railway Duties, £8,519 10s. @ 2½ per cent.	<u>£212 19 9</u>
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Fourth Quarter ending 31st October 1858.

ORDINARY REVENUE.

Balance in hand 31st July,	£99 11 10
Import Duties,	....	....	....	....	....	....	563 5 0
Export Duties,	....	....	....	....	....	....	205 5 6

£868 2 4

He charges—

Commission,	....	....	....	....	....	£64 9 8	
Ditto on Savings Bank deposits,	....	....	....	....	....	0 2 0	
Remitted Treasurer,	....	....	....	....	....	395 18 3	

460 9 11

Balance in hand, £407 12 5

Which the Deputy Treasurer alleges he sent to the Treasurer on the 13th November 1858, less some School Warrants on hand, which he was ready to pay on application by orders of the Treasurer.

RAILWAY DUTIES.

Amount collected,	£115 14 4
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DR.

Commission,	£11 11 5	
Remitted Treasurer,	104 2 11	

£115 14 4

LIGHT HOUSES.

Amount collected,	£25 16 3
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DR.

Commission,	£2 11 7	
Remitted Treasurer,	23 4 8	

£25 16 3

SICK AND DISABLED SEAMEN.

Balance in hand last Quarter,	£31 15 3
Amount collected,	9 6 7

£41 1 10

DR.

Commission,	0 18 8
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Balance in hand, £40 3 2

Export Duties for Quarter ending 31st October 1858.

255 tons Pine Timber, @ 1s.	£12 15 0
10 " Birch " 9d.	....	....	....	....	....	....	0 7 6
3,843,000 superficial feet Sawn Lumber, @ 1s.	....	....	....	....	....	....	192 3 0

£205 5 6

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£267 1 8	....	....	£2 13 5
Do. 10 "	2,191 9 2	....	....	219 2 11
Do. 15 "	184 14 5	....	....	27 14 2
Axes, . . 54 no. @ 1 6	....	....	....	4 1 0
Candles, . . 3,504 lbs. @ 0 1	....	....	....	14 12 0

Carried forward, £268 3 6

		<i>Brought forward,</i>		....	....	£268	3	6
Coffee,	100 lbs.	@	0 1½	....	....	0	12	6
Dried Fruit,	274 "		0 1	....	....	1	2	10
Leather,	1,742 "		0 2	....	....	14	10	4
Soap,	7,792 "		0 0½	....	....	16	4	8
Crushed Sugar,	196 "		0 1	....	....	0	16	4
Sugar,	71 cwt. 1 qrs. 9 "		6 0	....	....	21	8	0
Tea,	9,398 "		0 2	....	....	78	6	4
Tobacco,	3,252 "		0 2	....	....	27	2	0
Malt Liquor,	191 gallons,		0 6	....	....	4	15	6
Rum, &c.	1,206 "		1 6	....	....	90	9	0
Gin, &c.	317 "		2 6	....	....	39	12	6
Lemon Syrup,	1½ "		1 0	....	....	0	1	6
						£563	5	0
Railway Duties, £4,628 13 4, @ 2½ per cent.						£115	14	4

General Account Current for the Year ending 31st October 1858.

Balance in hand 30th October 1857,	....	....	....	....	....	£298	19	8
Import Duties for the year,	....	....	....	....	....	1,255	14	8
Export Duties,	....	....	....	....	....	402	19	3
Railway Duties,	....	....	....	....	....	343	2	10
Light House Duties,	....	....	....	....	....	93	15	9
Sick and Disabled Seamen,	....	....	....	....	....	27	11	9
Buoys and Beacons, 1857-8,	....	....	....	....	....	75	15	0
						£2,497	18	11
<i>He charges—</i>								
Commission as detailed,	....	....	....	....	£199	18	10	
Do. short charged,	....	....	....	....	0	1	2	
						£200	0	0
Remitted Treasurer,	....	....	....	....	1,731	2	4	
Com. 1 pr. ct. on Sav. Bank deposits,	....	....	....	....	1	6	0	
Warrant favoring Com., S. & D. Seamen's Fund,	....	....	....	....	42	1	2	
Paid Commissioners Buoys and Beacons,	....	....	....	....	75	15	0	
						2,050	4	6
Balance in hand,						£447	14	5

1s. 2d. less than stated in the fourth Quarter's Account of Receipts and Expenditures, caused by that sum being short—charged for Commission. Of which—

Due Ordinary Revenue,	....	....	....	....	....	£407	11	3
Sick and Disabled Seamen,	....	....	....	....	....	40	3	2

Balance in hand, £447 14 5

Railway Duties.

On £13,725 13 4, @ 2½ per cent. £343 2 10

Export Duties.

1,243 tons Pine Timber, @ 1s.	....	....	....	....	....	£62	3	0
65 " Hardwood, 9d.	....	....	....	....	....	2	8	9
67,675,000 superficial feet Sawn Lumber, @ 1s.	....	....	....	....	....	338	7	6
						£402	19	3

Particulars of Import Duties for the Year.

Ad-Valorem, @ 1 per cent.	£3,431	16	8	....	....	£34	6	4
Do. 10 "	5,492	8	4	....	....	549	4	10
Do. 15 "	436	15	10	....	....	65	10	4
Candles, 7,424 lbs.	@	0	1	....	....	30	18	8
Dried Fruit, 1,640 "		0	1	....	....	6	16	8
Leather, 3,454 "		0	2	....	....	28	15	8
Soap, 20,294 "		0	0½	....	....	42	5	7
Sugar, 132 cwt. 1 qr. 5 "		6	0	....	....	39	13	10
Crushed Sugar, 401 "		0	1	....	....	1	13	5
Tea, 18,785 "		0	2	....	....	156	10	10
Coffee, 280 "		0	1½	....	....	1	15	0
Tobacco, 5,946 "		0	2	....	....	49	11	0
Axes, 114 no.		1	6	....	....	8	11	0
Calf Skins, 2 doz.		6	0	....	....	0	12	0
Sheep Skins, 2 "		3	0	....	....	0	6	0
Rum, &c. 1,327 gallons,		1	6	....	....	99	10	6
Brandy, 105 "		4	0	....	....	21	0	0
Gin, &c. 732 "		2	6	....	....	91	10	0
Wine, 60 "		2	6	....	....	7	10	0
Malt Liquor, 771 "		0	6	....	....	19	5	6
Lemon Syrup, 7½ "		1	0	....	....	0	7	6
						£1,255	14	8

No. 54.

P. J. N. DUMARESQ—Shippegan.

*For half year ending 30th April 1858.***ORDINARY REVENUE.**

Balance in hand 31st October 1857, ....	....	....	....	....	....	£143	5	9
Import Duties, ....	....	....	....	....	....	26	4	8
						£169	10	5
He charges—								
Commission, ....	....	....	....	....	£2	12	6	
Remitted Treasurer, ....	....	....	....	....	205	19	5	
						208	11	11
Balance due Deputy Treasurer, ....	....	....	....	....	....	£39	1	6
RAILWAY DUTIES.								
Amount collected, ....	....	....	....	....	....	£2	11	5
DR.								
Commission, ....	....	....	....	....	£0	5	7	
Remitted Treasurer, ....	....	....	....	....	£2	5	10	
						£2	11	5
SICK AND DISABLED SEAMEN.								
Balance in hand 31st October, ....	....	....	....	....	....	£6	9	4
DR.								
Remitted Treasurer, ....	....	....	....	....	....	£6	9	4
BUOYS AND BEACONS.								
Balance in hand 31st October, ....	....	....	....	....	....	£0	10	11

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£5 16 8	....	....	£0 1 2
Do. 10 "	39 15 0	....	....	3 19 6
Do. 15 "	4 16 8	....	....	0 14 6
Tobacco, . . . 115 lbs. @	0 2	....	....	0 19 2
Tea, . . . 89 "	0 2	....	....	0 14 10
Gin, &c. . . . 115 gallons,	2 6	....	....	14 7 6
Axes, 72 no.	1 6	....	....	5 8 0
				<u>£26 4 8</u>
Railway Duties, £102 16 8, @ 2½ per cent.		....	....	<u>£2 11 5</u>

Third Quarter ending 31st July 1858.

ORDINARY REVENUE.

Import Duties,	£234 6 10
Export Duties,	20 12 0
	<u>£254 18 10</u>

He charges—

Balance due 30th April,	£39 1 6
Commission,	25 9 11
	<u>64 11 5</u>

Balance in hand, £190 7 5

RAILWAY DUTIES.

Amount collected,	£77 17 4
DR.	
Commission,	£7 15 9
Remitted Treasurer,	70 1 7
	<u>£77 17 4</u>

LIGHT HOUSES.

Amount collected,	£10 4 0
DR.	
Commission,	£1 0 5
Remitted Treasurer,	3 13 5
	<u>4 13 10</u>

Balance in hand, £5 10 2

SICK AND DISABLED SEAMEN.

Amount collected,	£2 15 9
DR.	
Commission,	0 5 7

Balance in hand, £2 10 2

BUOYS AND BEACONS.

Balance in hand 31st October, 1857,	£0 10 11
Amount collected since,	6 5 9
	<u>£6 16 8</u>

DR.	
Commission,	£0 12 7
Paid Commissioner,	6 4 1
	<u>£6 16 8</u>

Export Duties.

16 tons Birch Timber, @ 9d.	....	....	....	....	£0 12 0
214 tons Pine Timber, 1s.	....	....	....	....	10 14 0
186,000 superficial feet Sawn Lumber, @ 1s.	....	....	....	....	9 6 0
					<u>£20 12 0</u>

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£470 16 8	....	....	£4 14 2
Do. 10 "	1,120 4 2	....	....	112 0 5
Do. 15 "	121 2 11	....	....	18 3 5
Rum, &c. 132 gallons, @	1 6	....	....	9 18 0
Gin, &c. 214 "	2 6	....	....	26 15 0
Lemon Syrup, 2½ "	1 0	....	....	0 2 6
Sugar, 1 cwt. 2 qrs. 0 lbs.	6 0	....	....	0 9 0
Tobacco, 3,697 "	0 2	....	....	30 16 2
Tea, 2,149 "	0 2	....	....	17 18 2
Soap, 374 "	0 0½	....	....	0 15 7
Candles, 152 "	0 1	....	....	0 12 8
Crushed Sugar, &c. 250 "	0 1	....	....	1 0 10
Leather, 1,001½ "	0 2	....	....	8 6 11
Calf Skins, 6 doz.	6 0	....	....	1 16 0
Axes, 12 no.	1 6	....	....	0 18 0
				<u>£234 6 10</u>
Railway Duties, £3,114 13 4, @ 2½ per cent.	....	....	....	<u>£77 17 4</u>

Fourth Quarter ending 31st October 1858.

ORDINARY REVENUE.

Balance in hand 31st July,	....	....	....	....	£190 7 5
Import Duties,	....	....	....	....	84 9 9
					<u>£274 17 2</u>

He charges—

Commission,	....	....	....	....	£8 9 0
Remitted Treasurer,	....	....	....	....	234 9 8
					<u>242 18 8</u>
Balance in hand,	....	....	....	....	<u>£31 18 6</u>

RAILWAY DUTIES.

Amount collected,	....	....	....	....	£28 8 2
DR.					
Commission,	....	....	....	....	£2 16 10
Remitted Treasurer,	....	....	....	....	25 11 4
					<u>£28 8 2</u>

LIGHT HOUSES.

Balance in hand 31st July,	....	....	....	....	£5 10 2
Amount collected,	....	....	....	....	5 4 3
					<u>£10 14 5</u>
DR.					
Commission,	....	....	....	....	£0 10 5
Remitted Treasurer,	....	....	....	....	10 4 0
					<u>£10 14 5</u>

SICK AND DISABLED SEAMEN.

Balance in hand 31st July,	....	....	....	....	....	£2 10 2
Amount collected,	....	....	....	....	....	1 14 9
						<u>£4 4 11</u>
He charges—						
Commission,	....	....	....	....	....	0 3 6
Balance in hand,	....	....	....	....	....	<u>£4 1 5</u>

BUOYS AND BEACONS.

Amount collected,	....	....	....	....	....	£2 18 2
DR.						
Commission,	....	....	....	....	£0 5 10	
Paid Commissioners,	....	....	....	....	2 12 4	
						<u>£2 18 2</u>

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£38 6 8	....	....	£0 7 8
Do. 10 "	418 9 2	....	....	41 16 11
Do. 15 "	18 13 4	....	....	2 16 0
Tea, . . . 1,004 lbs. @	0 2	....	....	8 7 4
Tobacco, . . . 297 "	0 2	....	....	2 9 6
Candles, . . . 40 "	0 1	....	....	0 3 4
Soap, . . . 100 "	0 0½	....	....	0 4 2
Leather, . . . 140 "	0 2	....	....	1 3 4
Sugar, 1 cwt. 1 qr. 0 "	6 0	....	....	0 7 6
Rum, &c. . . . 356 gallons,	1 6	....	....	26 14 0
				<u>£84 9 9</u>
Railway Duties, £1,136 6 8, @ 2½ per cent.		....	....	<u>£28 8 2</u>

General Account for the Year ending 31st October 1858.

Balance on hand 31st October 1857,	....	....	....	....	£150 6 0
Import Duties,	....	....	....	....	345 1 3
Export Duties,	....	....	....	....	20 12 0
Railway Duties,	....	....	....	....	108 16 11
Light House Duties,	....	....	....	....	15 8 3
Sick and Disabled Seamen,	....	....	....	....	4 10 6
Buoys and Beacons,	....	....	....	....	9 3 11
					<u>£653 18 10</u>
He charges—					
Commission, as detailed,	....	....	....	£50 7 11	
Remitted Treasurer,	....	....	....	558 14 7	
Paid Commissioners Buoys and Beacons,	....	....	....	8 16 5	
					<u>617 18 11</u>
Balance in hand,	....	....	....	....	<u>£35 19 11</u>
Of which—					
Due Ordinary Services,	....	....	....	£31 18 6	
Sick and Disabled Seamen's Fund,	4 1 5	
					<u>£35 19 11</u>

Railway Duties.

On £4,353 16 8, at 2½ per cent.	<u>£108 16 11</u>
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Export Duties.

16 tons Hardwood Timber, @ 9d.	£0 12 0
214 tons Pine Timber, @ 1s.	10 14 0
186,000 superficial feet Sawn Lumber, @ 1s.	....	....	....	....	9 6 0
					<u>£20 12 0</u>

Particulars of Import Duties for the Year.

Ad-Valorem, @ 1 per cent.	£515 0 0	....	....	£5 3 0
Do. 10 "	1,578 8 4	....	....	157 16 10
Do. 15 "	144 12 11	....	....	21 13 11
Tobacco, . . . 4,109 lbs. @	0 2	....	....	34 4 10
Tea, . . . 3,242 "	0 2	....	....	27 0 4
Sugar, 2 cwt. 3 qrs. 0 "	8 0	....	....	0 16 6
Crushed Sugar, . . . 250 "	0 1	....	....	1 0 10
Soap, . . . 474 "	0 0½	....	....	0 19 9
Candles, . . . 192 "	0 1	....	....	0 16 0
Leather, . . . 1,141½ "	0 2	....	....	9 10 3
Gin, &c. . . . 329 gallons,	2 6	....	....	41 2 6
Rum, &c. . . . 488 "	1 6	....	....	36 12 0
Lemon Syrup, . . . 2½ "	1 0	....	....	0 2 6
Axes, . . . 84 no.	1 6	....	....	6 6 0
Calf Skins, . . . 6 doz.	6 0	....	....	1 16 0
				<u>£345 1 3</u>

No. 55.**DUGALD STEWART—Restigouche.***For Quarter ending 31st January 1858.***ORDINARY REVENUE.**

Balance in hand 31st October,	....	....	....	....	£318 8 4
Import Duties,	....	....	....	....	113 5 9
Export Duties,	....	....	....	....	37 4 4
					<u>£468 18 5</u>

He charges—

Commission,	....	....	....	£15 1 0
Due on Savings Bank Deposits,	....	....	....	1 0 8
Postages,	....	....	....	0 5 9
Drawbacks paid,	....	....	....	9 0 7
Remitted Treasurer,	....	....	....	391 11 1
				<u>416 19 1</u>
Balance in hand,	....	....	....	<u>£51 19 4</u>

The Deputy Treasurer has brought forward his balance in hand 31st October, as £317 8 3, (£1 1s. short) which is corrected above.

RAILWAY DUTIES.

Amount collected,	....	....	....	....	£16 5 3
DR.					
Remitted Treasurer,	....	....	....	....	<u>£16 5 3</u>

LIGHT HOUSES.

Amount collected,	....	....	....	....	£0 8 0
DR.					
Remitted Treasurer,	....	....	....	....	<u>£0 8 0</u>

SICK AND DISABLED SEAMEN.

Balance in hand 31st October,	£45 17 0
Amount collected,	0 5 11
Amount in hand,	<u>£46 2 11</u>

Export Duties.

80 tons Hardwood Timber, @ 9d.	£3 0 0
684,366 superficial feet Sawn Lumber, @ 1s.	34 4 4
	<u>£37 4 4</u>

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£15 0 0	£0 3 0
Do. 10 "	93 15 10	9 7 7
Do. 15 "	27 18 11	4 3 10
Rum, &c. . . . 440 gallons, @ 1 6	2 6	33 0 0
Gin, &c. . . . 97 "	4 0	12 2 6
Brandy, . . . 34 "	2 6	6 16 0
Wine, . . . 34 "	0 1	4 5 0
Candles, . . . 399 lbs.	0 1½	1 13 3
Coffee, . . . 7 "	0 2	0 0 11
Leather, . . . 100 "	0 0½	0 16 8
Soap, . . . 512 "	6 0	1 1 4
Sugar, 24 cwt. 1 qr. 0 "	0 2	7 5 6
Tea, . . . 3,163 "	0 2	26 7 2
Tobacco, . . . 690 "	6 0	5 15 0
Calf Skins, . . . 1½ "		0 8 0
		<u>£113 5 9</u>
Railway Duties, £650 10s. @ 2½ per cent.		<u>£16 5 3</u>

Second Quarter ending 30th April 1858.

ORDINARY REVENUE.

Balance in hand 31st January,	£51 19 4
Import Duties,	38 1 2
Balance Sick and Disabled Seamen's Account, 31st January,	46 2 11
	<u>£136 3 5</u>

DR.

Commission,	£3 16 0
Com. on Savings Bank Deposits, £30, @ 1 per cent.	0 6 0
Postages,	0 1 9
Remitted Treasurer,	35 7 3
	<u>39 11 0</u>
Balance in hand,	<u>£96 12 5</u>

RAILWAY DUTIES.

Amount collected,	£9 0 3
DR.	
Remitted Treasurer,	<u>£9 0 3</u>

<i>Particulars of Import Duties.</i>						
Ad-Valorem, @ 1 per cent.	£90	16	8	....	....	£0 18 2
Do. 15 "	9	5	0	....	....	1 7 9
Rum, &c. 117 gallons, @ 1 6	....	....	....	....	....	8 15 6
Sugar, 21 cwt. 1 qr. 14 lbs. @ 6 0	....	....	....	....	....	6 8 3
Tea, 1,541 "	0	2	....	....	....	12 16 10
Tobacco, 928 "	0	2	....	....	....	7 14 8
						£38 1 2
Railway Duties, £360 10s. @ 2½ per cent. ....	....	....	....	....	....	£9 0 3

Third Quarter ending 31st July 1858.

ORDINARY REVENUE.

Balance in hand 30th April, ....	....	....	....	....	....	£96 12 5
Import Duties, ....	....	....	....	....	....	737 10 1
Export Duties, ....	....	....	....	....	....	153 10 4
						£987 12 10

He charges—

Commission, ....	....	....	....	....	£89 0 0	
Remitted Treasurer, ....	....	....	....	....	861 15 9	
Postages, ....	....	....	....	....	0 5 3	
						951 1 0
Balance in hand, ....	....	....	....	....	....	£36 11 10

RAILWAYS.

Amount collected, ....	....	....	....	....	....	£167 8 10
DR.	....	....	....	....	....
Remitted Treasurer, ....	....	....	....	....	....	£167 8 10

LIGHT HOUSES.

Amount collected, ....	....	....	....	....	....	£59 14 6
DR.	....	....	....	....	....
Remitted Treasurer,	£59 14 6

SICK AND DISABLED SEAMEN.

Amount collected,	£17 8 6
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Export Duties.

285 tons Birch Timber, @ 9d.	£10 13 9
1888 10-40 tons Pine Timber, @ 1s.	94 8 3
968,334 superficial feet Sawn Lumber, @ 1s. ....	....	....	....	....	....	48 8 4
						£153 10 4

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£367	18	4	....	....	£3 13 7
Do. 10 "	3,707	10	10	....	....	370 15 1
Do. 15 "	332	15	0	....	....	49 18 3
Rum, &c. 996 gallons, @ 1 6	....	....	....	....	....	74 14 0
Gin, &c. 345½ "	....	....	....	....	....	43 3 9
Brandy, 44½ "	....	....	....	....	....	8 18 0
Wine, 56 "	....	....	....	....	....	7 0 0
Malt Liquor, 162 "	....	....	....	....	....	4 1 0
Lemon Syrup, 2 "	....	....	....	....	....	0 2 0
						£562 5 8
<i>Carried forward,</i>						

		<i>Brought forward,</i>						
				....	....	£562	5	8
Candles,	1,690 lbs.	@	0s. 1d.	....	....	7	0	10
Coffee,	590 "		0 1½	....	....	3	13	9
Leather,	868½ "		0 2	....	....	7	4	9
Soap,	4,688 "		0 0½	....	....	9	15	4
Sugar,	65 cwt. 0 qrs. 21 "		6 0	....	....	19	11	2
Loaf Sugar,	603 "		0 1½	....	....	3	15	4
Crushed Sugar,	452 "		0 1	....	....	1	17	8
Tea,	8,668 "		0 2	....	....	72	4	8
Tobacco,	5,301 "		0 2	....	....	44	3	6
Dried Fruit,	545 "		0 1	....	....	2	5	5
Axes,	48 no.		1 6	....	....	3	12	0

£737 10 1

Railway Duties, £6,697 13 4, @ 2½ per cent. £167 8 10

Fourth Quarter ending 31st October 1858.

Balance in hand 31st July 1857,	....	....	....	....	....	£36	11	10
Import Duties,	....	....	....	....	....	429	1	3
Export Duties,	....	....	....	....	....	86	8	0

£552 1 1

He charges—

Commission,	....	....	....	....	....	£51	3	9
Commission, 1 pr. ct. on Savings Bank Deposits,	....	....	....	....	....	1	7	9
Postages,	....	....	....	....	....	0	2	3
Remitted Treasurer,	....	....	....	....	....	61	16	3

£114 10 0

Balance in hand, £437 11 1

RAILWAY DUTIES.

Amount collected, £92 19 9

DR.

Commission on Receipts during the year, not having been charged in Quarterly Accounts, in aid of his Salary, £200,	....	....	....	....	....	£28	1	5
Remitted Treasurer,	....	....	....	....	....	64	18	4

£92 19 9

LIGHT HOUSES.

Amount collected, £36 15 3

DR.

Commissions on collections during the year,— reasons as above,	....	....	....	....	....	£9	13	9
Remitted Treasurer,	....	....	....	....	....	27	1	6

£36 15 3

SICK AND DISABLED SEAMEN.

Balance in hand 31st July, £17 8 6

Amount collected, ... 14 6 5

£31 14 11

DR.

Commissions for the year, 3 4 1

Balance in hand, £28 10 10

Export Duties.

1,080 10-40 tons Pine Timber, at 1s.	....	....	....	....	£54	0	3
263 " Hardwood, 9d.	....	....	....	....	9	17	3
450,500 superficial feet Sawn Lumber, at 1s.	....	....	....	....	22	10	6
					£86	8	0

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£81	5	0	....	....	£0	16	3
Do. 10 "	1,620	15	0	....	....	162	1	6
Do. 15 "	220	4	7	....	....	33	0	8
Axes, . . . 36 no.		1	6	....	....	2	14	0
Candles, . . . 1,104 lbs.	@	0	1	....	....	4	12	0
Coffee, . . . 322 "		0	1½	....	....	2	0	3
Dried Fruit, . . . 294 "		0	1	....	....	1	4	6
Leather, . . . 3,035½ "		0	2	....	..	25	5	11
Soap, . . . 3,998 "		0	0½	....	....	8	6	7
Loaf Sugar, . . . 54 "		0	1½	....	....	0	6	9
Crushed Sugar, . . . 681 "		0	1	....	....	2	16	9
Sugar, 92 cwt. 1 qr. 0 "		6	0	....	....	27	13	6
Tea, . . . 4,287 "		0	2	....	....	35	14	6
Tobacco, . . . 4,647½ "		0	2	....	....	38	14	7
Malt Liquor, . . . 177 gallons,		0	6	....	...	4	8	6
Brandy, . . . 60½ "		4	0	....	....	12	2	0
Gin, &c. . . . 202 "		2	6	....	....	25	5	0
Rum, &c. . . . 552 "		1	6	....	....	41	8	0
Lemon Syrup, . . . 10 "		1	0	....	....	0	10	0
						£429	1	3
Railway Duties, £3,719 10s. @ 2½ per cent,	....	....	....	....	....	£92	19	9

General Account Current for the Year ending 31st October 1858.

Balance in hand 31st October 1857,	....	....	....	....	....	£364	5	4
Import Duties,	....	....	....	....	....	1,317	18	3
Export Duties, ....	....	....	....	....	....	277	2	8
Railway Impost,	....	....	....	....	....	285	14	1
Light House Duties, ....	....	....	....	....	....	96	17	9
Sick and Disabled Seamen, ....	....	....	....	....	....	32	0	10
Buoys and Beacons, ....	....	....	....	....	....	34	8	11
						£2,408	7	10
He charges—								
Commission as detailed,	....	....	....	....	£200	0	0	
Com. on Sav. Bank deposits, at 1 per cent.	....	....	....	....	2	14	5	
Postages for the year, ....	....	....	....	....	0	15	0	
Drawbacks on Exports,	....	....	....	....	9	0	7	
Commissioners Buoys and Beacons, ....	....	....	....	....	34	8	11	
Remitted Treasurer, as detailed,	....	....	....	....	1,695	7	0	
						1,942	5	11
Balance in hand, ....	....	....	....	....	....	£466	1	11
Of which—								
Due Ordinary Service Account, ....	....	....	....	....	£437	11	1	
Sick and Disabled Seamen's Fund, ....	....	....	....	....	28	10	10	
						£466	1	11

Railway Duties.

On £11,428 3 4, at 2½ per cent. £285 14 1

Export Duties.

2,968 20-40 tons Pine Timber, @ 1s. £148 8 6
 628 " Hardwood Timber, @ 9d. 23 11 0
 2,103,200 superficial feet Sawn Lumber, @ 1s. 105 3 2

£277 2 8

Particulars of Import Duties for the Year.

Ad-Valorem, @ 1 per cent.	£555	0	0	....	....	£5	11	0
Do. 10 "	5,422	1	8	....	....	542	4	2
Do. 15 "	590	3	6	....	....	88	10	6
Rum, &c. . . . 2,105 gallons, @		1	6	....	....	157	17	6
Gin, &c. . . . 644½ "		2	6	....	....	80	11	3
Brandy; . . . 139 "		4	0	....	....	27	16	0
Wine, . . . 90 "		2	6	....	....	11	5	0
Malt Liquor, . . . 339 "		0	6	....	....	8	9	6
Lemon Syrup, . . . 12 "		1	0	....	....	0	12	0
Candles, . . . 3,193 "		0	1	....	....	13	6	1
Coffee, . . . 919 "		0	1½	....	....	5	14	11
Leather, . . . 4,004 "		0	2	....	....	33	7	4
Soap, . . . 9,198 "		0	0½	....	....	19	3	3
Sugar, 203 cwt. 0 qrs. 7 lbs.		6	0	....	....	60	18	5
Loaf Sugar, . . . 657 "		0	1½	....	....	4	2	1
Crushed Sugar, . . . 1,133 "		0	1	....	....	4	14	5
Tea, . . . 17,659 "		0	2	....	....	147	3	2
Tobacco, . . . 11,566½ "		0	2	....	....	96	7	9
Dried Fruit, . . . 839 "		0	1	....	....	3	9	11
Axes, . . . 84 no.		1	6	....	....	6	6	0
Calf Skins, . . . 1½ doz.		6	0	....	....	0	8	0
						<u>£1,317 18 3</u>		

No. 56.**CHIPMAN BOTSFORD.—Campbellton.**

For the Quarter ending 31st January 1858.

ORDINARY REVENUE.

Balance in hand 31st October,	£128	10	2
Import Duties,	70	10	4
	<u>£199 0 6</u>		

He charges—

Commission,	£7	1	0
Remitted Treasurer,	59	13	8
	<u>66 14 8</u>		
Balance in hand,	£132	5	10

RAILWAY DUTIES.

Amount collected,	£13	8	1
Dr.			
Commission,	£1	6	9
Remitted Treasurer,	12	1	4
	<u>£13 8 1</u>		

SICK AND DISABLED SEAMEN.

Balance in hand 31st October, £2 15 6

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£4 11 8	....	....	£0 0 11
Do. 10 "	222 18 4	....	....	22 5 10
Do. 15 "	13 13 4	....	....	2 1 0
Rum, &c. . . . 226 gallons, @ 1 6	....	....	....	16 19 0
Gin, &c. . . . 74 "	2 6	....	....	9 5 0
Sugar, 29 cwt. 1 qr. 14 lbs.	6 0	....	....	8 16 3
Dried Fruit, . . . 150 "	0 1	....	....	0 12 6
Soap, . . . 896 "	0 0½	....	....	1 17 4
Candles, . . . 440 "	0 1	....	....	1 16 8
Tobacco, . . . 563 "	0 2	....	....	4 13 10
Tea, . . . 168 "	0 2	....	....	1 8 0
Coffee, . . . 112 "	0 1½	....	....	0 14 0

£70 10 4

Railway Duties, £536 3 4, @ 2½ per cent. £13 8 1

Second Quarter.—Nil.

Third Quarter ending 31st July 1858.

ORDINARY REVENUE.

Balance in hand 31st January,	£132 5 10
Collections then due on Sick and Disabled Seamen's Fund,	2 15 6
Import Duties,	136 11 2
Export Duties,	2 4 0
Moiety of Seizures,	0 10 0

£274 6 6

He charges—

Commission,	13 18 6
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Balance in hand, £260 8 0

RAILWAY DUTIES.

Amount collected, £37 7 10

DR.

Commission,	£3 14 9
Remitted Treasurer,	32 10 0

36 4 9

Balance in hand, £1 3 1

LIGHT HOUSES.

Amount collected, £1 2 6

DR.

Commission,	0 2 3
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Balance in hand, £1 0 3

Export Duties.

44,000 superficial feet Sawn Lumber, @ 1s. £2 4 0

Particulars of Import Duties

Ad-Valorem, @ 1 per cent.	£274	3	4	....	....	£2	14	10
Do. 10 "	535	0	0	....	....	53	10	0
Do. 15 "	135	3	4	....	....	20	5	6
Tea, . . . 1,706 lbs.	@	0	2	....	....	14	4	4
Tobacco, . . . 1,545 "		0	2	....	....	12	17	6
Leather, . . . 551 "		0	2	....	....	4	11	10
Candles, . . . 208 "		0	1	....	....	0	17	4
Soap, . . . 476 "		0	0½	....	....	0	19	10
Coffee, . . . 60 "		0	1½	....	....	0	7	6
Sugar, 14 cwt. 2 qrs. 0 "		6	0	....	....	4	7	4
Rum, &c. . . . 157 gallons,		1	6	....	....	11	15	6
Gin, &c. . . . 75 "		2	6	....	....	9	7	6
Malt Liquor, . . . 17 "		0	6	....	....	0	8	6
Lemon Syrup, . . . 4 "		0	1	....	....	0	4	0
						£136	11	2
Railway Duties, £1,495 13 4, @ 2½ per cent.				....	....	£37	7	10

Fourth Quarter ending 31st October 1858.

ORDINARY REVENUE.

Balance in hand 31st July,	....	....	....	....	....	£260	8	0
Import Duties,	....	....	....	....	....	57	1	1
Export Duties,	....	....	....	....	....	2	1	9
Paid him by Treasurer in part to meet Warrant favoring Robert Sancton,	....	....	....	....	....	120	0	0
						£439	10	10
He charges—								
Commission,	....	....	....	....	£5 18 3			
Remitted Treasurer,	....	....	....	....	280 8 8			
Drawback on Goods exported,	....	....	....	....	5 12 3			
						291	19	2
Balance in hand,	....	....	....	....		£147	11	8

RAILWAY DUTIES.

Balance in hand 31st July,	....	....	....	....	....	£1	3	1
Amount collected,	....	....	....	....	....	18	10	0
						£19	13	1
DR.								
Commission,	....	....	....	....	£1 17 0			
Remitted Treasurer,	....	....	....	....	17 16 1			
						£19	13	1

LIGHT HOUSES.

Balance in hand 31st July,	....	....	....	....	....	£1	0	3
DR.								
Remitted Treasurer,	£1	0	3

Export Duties.

41,750 superficial feet Sawn Lumber, @ 1s.	£2	1	9
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Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£70	8	4	£0	14	1
Do. 10 "	121	3	4	12	2	4
Do. 15 "	74	18	4	....	....	11	4	9
Tobacco, . . . 1,031 lbs. @	0	2	....	....	....	8	11	10
Tea, . . . 1,502 "	0	2	....	....	....	12	10	4
Candles, . . . 487 "	0	1	....	....	....	2	0	7
Soap, . . . 944 "	0	0½	....	....	....	1	19	4
Leather, . . . 407 "	0	2	....	....	....	3	7	10
Sugar, . . . 15 cwt.	6	0	....	....	....	4	10	0
						£57	1	1
Railway Duties, £740, @ 2½ per cent.	....	....	....	....	....	£18	10	0

General Account Current for the Year ending 31st October 1858.

Balance in hand 31st October 1857, ...	....	....	....	....	....	£131	5	8
Balance on hand Buoys and Beacons Account, ...	....	....	....	....	....	1	12	9
Import Duties, ...	....	....	....	....	....	264	2	7
Export Duties, ...	....	....	....	....	....	4	5	9
Railway Impost, ...	....	....	....	....	....	69	5	11
Light House Duties, ...	....	....	....	....	....	1	2	6
Moiety of Seizures, ...	....	....	....	....	....	0	10	0
Advanced by Treasurer in part to meet Warrant in favor of R. Sancton,	....	....	....	....	....	120	0	0
						£592	5	2
He charges—								
Commission, as detailed, ....	....	....	....	....	£33	18	6	
Drawbacks allowed and paid, ....	....	....	....	....	5	12	3	
Remitted Treasurer, as detailed, ....	....	....	....	....	403	10	0	
						443	0	9
Balance in hand, ....	....	....	....	....	....	£149	4	5
Of which—								
Due Ordinary Service Account, ....	....	....	....	....	£147	11	8	
Buoy and Beacon Fund,	1	12	9	
						£149	4	5

Railway Duties for the Year.

On £2,771 16 8, @ 2½ per cent.	£69	5	11
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Export Duties.

85,750 superficial feet Sawn Lumber, @ 1s.	£4	5	9
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Particulars of Import Duties for the Year.

Ad-Valorem, @ 1 per cent.	£349	3	4	£3	9	10
Do. 10 "	879	1	8	....	....	87	18	2
Do. 15 "	223	15	0	....	....	33	11	3
Rum, &c. . . . 383 gallons, @	1	6	....	....	....	28	14	6
Gin, &c. . . . 149 "	2	6	....	....	....	18	12	6
Malt Liquor, . . . 17 "	0	6	....	....	....	0	8	6
Lemon Syrup, . . . 4 "	1	0	....	....	....	0	4	0
Sugar, 58 cwt. 3 qrs. 14 lbs.	6	0	....	....	....	17	13	3
Dried Fruit, . . . 150 "	0	1	....	....	....	0	12	6
Soap, . . . 2,316 "	0	0½	....	....	....	4	16	6
Carried forward, ....	....	....	....	....	....	£196	1	0

		<i>Brought forward,</i>					
Candles,	. . . . .	1,135	lbs.	@	0s. 1d.	£196	1 0
Tobacco,	. . . . .	3,139	"		0 2	4	14 7
Tea,	. . . . .	3,376	"		0 2	26	3 2
Coffee,	. . . . .	172	"		0 1½	28	2 8
Leather,	. . . . .	958	"		0 2	1	1 6
						7	19 8
						£264	2 7

CARLETON COUNTY.

No. 57.

H. E. DIBBLEE.—Woodstock.

For the Quarter ending 31st January 1858.

ORDINARY REVENUE.

Balance in hand 31st October 1857,	....	....	....	....	£384	6 7
Import Duties,	....	....	....	....	81	15 6
Auction Duties,	....	....	....	....	2	2 0
						£468	4 1

He charges—

Rail Road remittance to Treasurer, 1857, (See last year's Report, page 47,) there credited by Treasurer, not included in Deputy Treasurer's charges that year,	£89	8 7
Bye Road money paid Deputy Treasurer, unexpended by A. Cox, remitted Treasurer, and by him credited in Account, (See Report preceding year, p. 40,)	5	0 0
Commission,	8	7 9
Remitted Treasurer,	172	14 1
		275 10 5
Balance in hand,	£192	13 8

RAILWAY DUTIES.

Amount collected,	....	....	....	....	£12	19 4
DR.							
Commission,	....	....	....	....	£1	5 11
Remitted Treasurer,	....	....	....	....	11	13 5
						£12	19 4

Particulars of Import Duties.

Ad-Valorem, @ 10 per cent.	£252	4 2	....	....	£25	4 5
Do. 15 "	26	10 0	....	....	3	19 6
Gin, &c. 78 gallons, @	2	6	....	....	9	15 0
Brandy, 140 "	4	0	....	....	28	0 0
Sugar, 2 cwt. 2 qrs. 8 lbs.	6	0	....	....	0	15 5
Coffee, 131 "	0	1½	....	....	0	16 4
Dried Fruit, 36 "	0	1	....	....	0	3 0
Tea, 646 "	0	2	....	....	5	7 8
Tobacco, 696 "	0	2	....	....	5	16 0
Leather, 229 "	0	2	....	....	1	18 2
						£81	15 6
Railway Duties, £518 13 4, @ 2½ per cent.	....	....	....	....	£12	19 4

Second Quarter ending 30th April 1858.

ORDINARY REVENUE.

Balance in hand 31st January,	£192 13 8
Import Duties,	215 15 8
	<hr/>
	£408 9 4
He charges—	
Commission,	£21 11 7
Paid premium for Draft on Saint John,	0 5 0
Remitted Treasurer,	106 10 9
	<hr/>
	128 7 4
	<hr/>
Balance in hand,	<u>£280 2 0</u>

RAILWAY DUTIES.

Amount collected,	£30 2 3
DR.	
Commission, ...	£3 0 3
Remitted Treasurer,	27 2 0
	<hr/>
	<u>£30 2 3</u>

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£50 0 0	£0 10 0
Do. 10 "	514 4 2	51 8 5
Do. 15 "	215 16 8	32 7 6
Gin, &c. 326 gallons, @ 2 6	40 15 0	40 15 0
Brandy, 81 "	16 4 0	16 4 0
Rum, &c. 488 "	36 12 0	36 12 0
Wine, 33 "	4 2 6	4 2 6
Cider, 80 "	1 0 0	1 0 0
Leather, 3,814 lbs.	31 15 8	31 15 8
Soap, 62 "	0 2 7	0 2 7
Calf Skins, 1 doz.	0 6 0	0 6 0
Sheep Skins, 4 "	0 12 0	0 12 0
	<hr/>	<hr/>
	£215 15 8	£215 15 8
Railway Duties, £1,204 10s. at 2½ per cent. ...	£30 2 3	<u>£30 2 3</u>

Third Quarter ending 31st July 1858.

ORDINARY REVENUE.

Balance in hand 30th April,	£280 2 0
Import Duties,	142 6 10
	<hr/>
	£422 8 10
He charges—	
Commission,	£14 4 8
Remitted Treasurer,	124 12 4
	<hr/>
	138 17 0
	<hr/>
Balance in hand,	<u>£283 11 10</u>

RAILWAY DUTIES.

Amount collected,	£19 17 5
DR.	
Commission,	£1 19 9
Remitted Treasurer,	17 17 8
	<hr/>
	<u>£19 17 5</u>

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£5 8 4	....	....	£0 1 1
Do. 10 "	326 14 2	....	....	32 13 5
Do. 15 "	111 6 8	....	....	16 14 0
Tea, . . . 1,658 lbs. @	0 2	....	....	13 16 4
Brandy, . . . 53 gallons,	4 0	....	....	10 12 0
Rum, &c. . . . 330 "	1 6	....	....	24 15 0
Gin, &c. . . . 336 "	2 6	....	....	42 0 0
Wine, 14 "	2 6	....	....	1 15 0
				<hr/>
				£142 6 10
Railway Duties, £794 16 8, @ 2½ per cent.				£19 17 5

Fourth Quarter ending 31st October 1858.

ORDINARY REVENUE.

Balance in hand 31st July,	£283 11 10
Import Duties,	108 2 8
Moiety of Seizures,	12 17 9
	<hr/>
	£404 12 3

He charges—

Commission,	£10 16 3
Remitted Treasurer,	119 1 0
Premium for Draft on Saint John,	0 5 0
	<hr/>
	130 2 3
Balance in hand,	£274 10 0

RAILWAY DUTIES.

Amount collected,	£11 9 5
DR.	
Commission,	£1 2 11
Remitted Treasurer,	10 6 6
	<hr/>
	£11 9 5

Particulars of Import Duties.

Ad-Valorem, @ 10 per cent.	£269 0 10	....	....	£26 18 1
Do. 15 "	60 15 0	....	....	9 2 3
Cider, 30 gallons, @	0 3	....	....	0 7 6
Rum, &c. . . . 401 "	1 6	....	....	30 1 6
Gin, &c. . . . 308 "	2 6	....	....	38 10 0
Leather, 380 lbs.	0 2	....	....	3 3 4
				<hr/>
				£108 2 8
Railway Duties, £458 16 8, @ 2½ per cent.				£11 9 5

General Account Current for the Year ending 31st October 1858.

Balance in hand 31st October 1857,	£384 6 7
Less—Remittance Railway Account to Treasurer, 1857. See last year's Report, page 47, there credited by Treasurer, not included in Deputy Treasurer's charges that year,	£89 8 7
Bye Road money paid Deputy Treasurer, unexpended by A. Cox, Commissioner, remitted Treasurer and by him credited in Account. See last year's Report, page 40,	5 0 0
	<hr/>
	94 8 7
Carried forward,	£289 18 0

The Deputy Treasurer has brought forward balance in hand 31st October, £14 13 7 instead of £29 13 7, corrected above.

RAILWAY DUTIES.

Amount collected,	....	....	....	....	....	....	£147 11 11
DR.							
Drawbacks paid,	....	....	....	....	£0	2 11	
Remitted Treasurer,	....	....	....	....	147	9 0	
							<u>£147 11 11</u>

Particulars of import Duties.

Ad-Valorem,	@	1	per cent.	£285	0	0	....	....	£2 17 0
Do.		10	"	3,503	17	6	....	....	350 7 9
Do.		15	"	558	16	8	....	....	83 16 6
Brandy,	.	.	323 gallons,	@	4	0	....	....	64 12 0
Gin, &c.	.	.	1,642 "		2	6	....	....	205 5 0
Rum, &c.	.	.	1,871 "		1	6	....	....	140 6 6
Wine,	.	.	245 "		2	6	....	....	30 12 6
Tobacco,	.	.	2,922 lbs.		0	2	....	....	24 7 0
Tea,	.	.	2,254 "		0	2	....	....	18 15 8
Dried Fruit,	.	.	616 "		0	1	....	....	2 11 4
Soap,	.	.	336 "		0	0½	....	....	0 14 0
Sugar,	13 cwt.	3 qrs.	0 "		6	0	....	....	4 2 6
Crushed Sugar,	.	.	586 "		0	1	....	....	2 8 10
Coffee,	.	.	75 "		0	1½	....	....	0 9 4
Leather,	.	.	1,130 "		0	2	....	....	9 8 4
Axes,	.	.	24 no.		1	6	....	....	1 16 0
									<u>£942 10 3</u>
Railway Duties,	£5,903	16	8,	at 2½ per cent.	....	....	....	....	<u>£147 11 11</u>

Second Quarter ending 30th April 1858.

ORDINARY REVENUE.

Balance in hand 31st January,	....	....	....	....	....	....	£366 8 9
Amount collected,	....	....	....	....	....	....	511 2 5
							<u>£877 11 2</u>
He charges—							
Commission,	....	....	....	....	£55	4 0	
Remitted Treasurer,	....	....	....	....	506	0 11	
							<u>561 4 11</u>
Balance in hand,	....	....	....	....	....	....	<u>£316 6 3</u>

RAILWAY DUTIES.

Amount collected,	....	....	....	....	....	....	£40 15 11
DR.							
Remitted Treasurer,	....	....	....	....	....	....	<u>£40 15 11</u>

Particulars of Import Duties.

Ad-Valorem,	@	1	per cent.	£2	1	8	....	....	£0 0 5
Do.		10	"	438	15	0	....	....	43 17 6
Do.		15	"	232	6	8	....	....	34 17 0
Brandy,	.	.	348 gallons,	@	4	0	....	....	69 12 0
Rum, &c.	.	.	2,717 "		1	6	....	....	203 15 6
Gin, &c.	.	.	1,089 "		2	6	....	....	136 2 6
Wine,	.	.	33 "		2	6	....	....	4 2 6
									<u>£482 7 5</u>
									<i>Carried forward,</i>

				<i>Brought forward,</i>	....	....	....	£1,573	8	1
<i>He charges—</i>											
Remitted Treasurer,	....	....	....	....	£1,495	3	6			
Drawbacks on Exports,	....	....	....	....	5	6	9			
								<hr/>	1,500	10	3
								<hr/>	£72	17	10
<hr/>											
RAILWAY DUTIES.											
Amount collected,	....	....	....	....	....	....	....	£223	6	2
<i>DR.</i>											
Drawback on Exports,	....	....	....	....	£0	7	9			
Remitted Treasurer,	....	....	....	..	222	18	5			
								<hr/>	£223	6	2
<hr/>											
<i>Particulars of Import Duties.</i>											
Ad-Valorem, @ 10 per cent.	£4,113	9	2	....	....	....	....	£411	6	11
Do. 15 "	987	11	8	....	....	....	....	148	2	9
Do. 1 "	305	16	8	....	....	....	....	3	1	2
Rum, &c.	3,089	gallons,	@ 1 6	....	....	....	....	231	13	6
Wine,	313	"	2 6	....	....	....	....	39	2	6
Gin, &c.	1,770	"	2 6	....	....	....	....	221	5	0
Brandy,	781	"	4 0	....	....	....	....	156	4	0
Malt Liquor,	144	"	0 6	....	....	....	....	3	12	0
Cordials,	43½	"	1 0	....	....	....	....	2	3	6
Tea,	7,315	lbs.	0 2	....	....	....	....	60	19	2
Tobacco,	6,969	"	0 2	....	....	....	....	58	1	6
Crushed Sugar,	5,253	"	0 1	....	....	....	....	21	17	9
Sugar,	179	cwt.	6 0	....	....	....	....	53	14	0
Leather,	4,417	lbs.	0 2	....	....	....	....	36	16	2
Coffee,	171	"	0 1½	....	....	....	....	1	1	4
Soap,	63	"	0 0½	....	....	....	....	0	2	7
Candles,	60	"	0 1	....	....	....	....	0	5	0
Calf Skins,	2½	doz.	6 0	....	....	....	....	0	15	0
Sheep Skins,	10½	"	3 0	....	....	....	....	1	11	6
Axes,	5	"	18 0	....	....	....	....	4	10	0
								<hr/>	£1,456	5	4
Railway Duties, £8,932 6 8, @ 2½ per cent.	....	....	....	....	....	....	....	£223	6	2
<hr/>											

General Account for the Year ending 31st October 1858.

Balance on hand 31st October 1857, (See page 142 last year's Report,)	£29	13	7								
Import Duties,	....	....	....	....	....	....	....	4,377	16	11
Railway Duties,	....	....	....	....	....	....	....	579	17	3
								<hr/>	£4,987	7	9
<i>He charges—</i>											
Salary as Deputy Treasurer,	....	....	....	....	£200	0	0			
Drawbacks paid on Exports, Ordinary Revenue,	....	....	....	....	8	11	9			
Do. Railway Duties,	....	....	....	....	0	10	8			
<i>Remittances to Treasurer—</i>											
Ordinary Services,	£4,126	0	11								
Railway Impost,	....	....	579	6	7					
				<hr/>	4,705	7	6				
								<hr/>	£4,914	9	11
								<hr/>	£72	17	10
<hr/>											
Balance in hand,	....	....	....	....	....	....	....	£72	17	10
<hr/>											

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£0 16 8	....	....	£0 0 2
Do. 10 "	41 16 8	....	....	4 3 8
Do. 15 "	15 11 8	....	....	2 6 9
Tea, . . . 45 lbs. @	0 2	....	....	0 7 6
Leather, . . . 66 "	0 2	....	....	0 11 0
Tobacco, . . . 59 "	0 2	....	....	0 9 10
Soap, . . . 300 "	0 0½	....	....	0 12 6
Candles, . . . 100 "	0 1	....	....	0 8 4
				<hr/>
				£8 19 9
Railway Duties, £79 10s. @ 2½ per cent.	....	....	....	£1 19 9
				<hr/>

Second Quarter ending 30th April 1858.

ORDINARY REVENUE.

Balance in hand 31st January,	£107 15 4
Import Duties,	1 3 11
	<hr/>
	£108 19 3

He charges—

Commission,	£0 2 4
Remitted Treasurer,	3 6 6
	<hr/>
	3 8 10

Balance in hand,	£105 10 5
	<hr/>

RAILWAY DUTIES.

Amount collected,	£0 4 9
DR.	
Commission,	£0 0 5
Remitted Treasurer,	0 4 4
	<hr/>
	£0 4 9
	<hr/>

LIGHT HOUSES.

Amount collected,	£2 15 0
DR.	
Commission,	£0 5 6
Remitted Treasurer, ...	2 9 6
	<hr/>
	£2 15 0
	<hr/>

SICK AND DISABLED SEAMEN.

Amount collected,	£0 5 2
DR.	
Commission,	£0 0 6
Remitted Treasurer,	0 4 8
	<hr/>
	£0 5 2
	<hr/>

Particulars of Import Duties.

Ad-Valorem, @ 10 per cent.	£4 6 8	....	....	£0 8 8
Do. 15 "	5 1 8	....	....	0 15 3
				<hr/>
				£1 3 11
Railway Duties, £9 10s. @ 2½ per cent.	....	....	....	£0 4 9
				<hr/>

Third Quarter ending 31st July 1858.

ORDINARY REVENUE.							
Balance in hand 30th April,	....	....	....	....	....	....	£105 10 5
Export Duties,	....	....	....	....	....	....	5 15 0
							<u>£111 5 5</u>
He charges—							
Commission,	....	....	....	....	....	£0 11 6	
Remitted Treasurer,	....	....	....	....	....	6 18 6	
						<u>7 10 0</u>	
Balance in hand,	....	....	....	....	....	....	<u>£103 15 5</u>
LIGHT HOUSES.							
Amount collected,	....	....	....	....	....	....	£9 0 9
DR.							
Commission,	....	....	....	....	....	£0 18 0	
Remitted Treasurer,	....	....	....	....	....	8 2 9	
						<u>£9 0 9</u>	
SICK AND DISABLED SEAMEN.							
Amount collected,	....	....	....	....	....	....	£1 6 4
DR.							
Commission,	....	....	....	....	....	£0 2 7	
Remitted Treasurer,	1 3 9	
						<u>£1 6 4</u>	

Export Duties.

115,000 superficial feet Sawn Lumber, @ 1s.	<u>£5 15 0</u>
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Fourth Quarter ending 31st October 1858.

ORDINARY REVENUE.							
Balance in hand 31st July,	£103 15 5
Import Duties,	....	....	....	....	....	....	21 12 9
Export Duties,	....	....	....	....	....	....	11 5 0
							<u>£136 13 2</u>
He charges—							
Commission,	....	....	....	....	....	£3 5 9	
Remitted Treasurer,	....	....	....	....	....	30 2 11	
						<u>£33 8 8</u>	
Balance in hand,	....	....	....	....	....	....	<u>£103 4 6</u>
RAILWAYS.							
Amount collected,	....	....	....	....	....	....	£4 0 0
DR.							
Commission,	....	....	....	....	....	£0 8 0	
Remitted Treasurer,	....	....	....	....	....	3 12 0	
						<u>£4 0 0</u>	
LIGHT HOUSES.							
Amount collected,	....	....	....	....	....	....	£10 19 0
DR.							
Commission,	....	....	....	....	....	£1 1 10	
Remitted Treasurer,	....	....	....	....	....	9 17 2	
						<u>£10 19 0</u>	

No. 60.

WILLIAM WALLACE.—Hillsborough.

First Quarter ending 31st January 1858.

ORDINARY REVENUE.

Balance in hand 31st October,	£12	7	1
Import Duties,	19	10	5
	<hr/>		
	£31	17	6

He charges—

Commission,	£1	19	0
Remitted Treasurer,	16	8	10
	<hr/>		
	18	7	10
	<hr/>		
Balance in hand,	£13	9	8

RAILWAY DUTIES.

Amount collected,	£3	13	6
DR.			
Commission,	£0	7	4
Remitted Treasurer,	3	6	2
	<hr/>		
	£3	13	6

Particulars of Import Duties.

Ad-Valorem, @ 10 per cent.	£38	10	0	£3	17	0
Do. @ 15 "	75	15	0	11	7	3
Candles, . . . 80 lbs. @	0	1	0	0	6	8
Dried Fruit, . . . 50 "	0	1	0	0	4	2
Leather, . . . 116 "	0	2	0	0	19	4
Tobacco, . . . 49 "	0	2	0	0	8	2
Axes, . . . 24 no.	1	6	1	1	16	0
Molasses,* . . . 142 gallons,	0	1	0	0	11	10
	<hr/>			£19	10	5
Railway Duties, £147, @ 2½ per cent.				£3	13	6

* There is no specific Duty on Molasses. The 11s. 10d. collected has been erroneously taken.

Second Quarter ending 30th April 1858.

ORDINARY REVENUE.

Balance in hand 31st January,	£13	9	8
DR.			
Remitted Treasurer,	7	18	2
	<hr/>		
Balance in hand,	£5	11	6

LIGHT HOUSES.

Amount collected,	£3	16	6
DR.			
Commission,	£0	7	8
Remitted Treasurer,	3	8	10
	<hr/>		
	£3	16	6

SICK AND DISABLED SEAMEN.

Amount collected, ...	£1	5	6
DR.			
Commission,	£0	2	6
Remitted Treasurer,	1	3	0
	<hr/>		
	£1	5	6

Third Quarter ending 31st July 1858.

ORDINARY REVENUE.

Balance in hand 30th April,	....	....	....	....	....	£5 11 6
Import Duties,	....	....	....	....	....	79 7 9
						<u>£84 19 3</u>
He charges—						
Commission,	....	....	....	....	£7 18 9	
Remitted Treasurer,	....	....	....	....	16 16 0—	24 14 9
						<u>£60 4 6</u>

RAILWAY DUTIES.

Amount collected,	....	....	....	....	....	£19 11 6
DR.						
Commission,	....	....	....	....	£1 19 2	
Remitted Treasurer,	....	....	....	....	17 12 4	
						<u>£19 11 6</u>

LIGHT HOUSES.

Amount collected,	....	....	....	....	....	£23 10 0
DR.						
Commission,	....	....	....	....	£2 7 0	
Remitted Treasurer,	....	....	....	....	21 3 0	
						<u>£23 10 0</u>

SICK AND DISABLED SEAMEN.

Amount collected,	....	....	....	....	....	£7 14 1
DR.						
Commission,	....	....	....	....	£0 15 5	
Remitted Treasurer,	....	....	....	....	6 18 8	
						<u>£7 14 1</u>

Particulars of Import Duties

Ad-Valorem, @ 1 per cent.	£10 8 4	....	....	£0 2 1
Do. 10 "	733 10 0	....	....	73 7 0
Do. 15 "	25 0 0	....	....	3 15 0
Leather, . . . 262 lbs. @	0 2	....	....	2 3 8
				<u>£79 7 9</u>
Railway Duties, £783, @ 2½ per cent.	....	....	....	<u>£19 11 6</u>

Fourth Quarter ending 31st October 1858.

ORDINARY REVENUE.

Balance in hand 31st July,	....	....	....	....	....	£60 4 6
Import Duties,	....	....	....	....	....	16 7 6
						<u>£76 12 0</u>
He charges—						
Commission,	....	....	....	....	£1 12 9	
Remitted Treasurer,	....	....	....	....	56 3 7—	57 16 4
						<u>£18 15 8</u>

RAILWAY DUTIES.

Amount collected, ....	....	....	....	....	....	£3 14 9
DR.						
Commission,	....	....	....	....	£0 7 6	
Remitted Treasurer,	....	....	....	....	3 7 3	
						<u>£3 14 9</u>

LIGHT HOUSES.

Amount collected,	....	....	....	....	....	....	£23 8 0
DR.							
Commission,	....	....	....	....	....	£2 6 9	
Remitted Treasurer,	....	....	....	....	....	21 1 3	
							<u>£23 8 0</u>

SICK AND DISABLED SEAMEN.

Amount collected,	....	....	....	....	....	....	£7 2 6
DR.							
Commission,	....	....	....	....	....	£0 14 3	
Remitted Treasurer,	....	....	....	....	....	6 8 3	
							<u>£7 2 6</u>

Particulars of Import Duties.

Ad-Valorem, @ 10 per cent.	£121 0 0	....	....	£12 2 0
Do. 15 "	28 10 0	....	....	4 5 6
				<u>£16 7 6</u>
Railway Duties, £149 10s. @ 2½ per cent.	....	....	....	<u>£3 14 9</u>

General Account Current for the Year ending 31st October 1858.

Balance in hand 31st October 1857,	....	....	....	....	....	£12 7 1
Import Duties,	....	....	....	....	....	115 5 8
Railway Impost,	....	....	....	....	....	76 19 9
Light House Duties,	....	....	....	....	....	50 14 6
Sick and Disabled Seamen,	....	....	....	....	....	16 2 1
						<u>£221 9 1</u>

He charges—

Commission, as detailed,	....	....	....	....	£20 18 1	
Remitted Treasurer, as detailed,	....	....	....	....	181 15 4	
						<u>202 13 5</u>
Balance in hand,	<u>£18 15 8</u>

Railway Duties.

On £1,079 10s. @ 2½ per cent.	<u>£26 19 9</u>
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Particulars of Import Duties for the Year.

Ad-Valorem, @ 1 per cent.	£10 8 4	£0 2 1
Do. 10 "	893 0 0	89 6 0
Do. 15 "	129 5 0	....	....	19 7 9
Candles, . . . 80 lbs. @	0 1	....	....	0 6 8
Dried Fruit, . . . 50 "	0 1	....	....	0 4 2
Leather, . . . 378 "	0 2	....	....	3 3 0
Tobacco, . . . 49 "	0 2	....	....	0 8 2
Axes, . . . 24 no.	1 6	....	....	1 16 0
Molasses,* . . . 142 gallons,	0 1	....	....	0 11 10
				<u>£115 5 8</u>

* There is no specific Duty on Molasses. The 11s. 10d. collected has been erroneously taken.

No. 61.

WESTMORLAND COUNTY.

DANIEL HANINGTON.—Shediac.

For the Two Quarters ending 30th April 1858.

ORDINARY REVENUE.

Balance in hand 31st October 1857,	....	....	....	....	£27	5	5
Import Duties,	....	....	....	....	127	10	4
Export Duties,	....	....	....	....	40	11	8
					<hr/>		
					£195	7	5

He charges—

Commission,	....	....	....	....	£16	16	2
Remitted Treasurer,	76	18	11
					<hr/>		
					93	15	1

Balance in hand,	£101	12	4
					<hr/> <hr/>		

RAILWAYS.

Amount collected,	£12	11	3
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Dr.

Commission,	£1	5	1
Remitted Treasurer,	11	6	2
					<hr/>		
					£12	11	3

LIGHT HOUSES.

Amount collected,	£5	4	4
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Dr.

Commission,	£0	10	5
Remitted Treasurer,	4	13	11
					<hr/>		
					£5	4	4

SICK AND DISABLED SEAMEN.

Amount collected,	£2	5	6
-------------------	------	------	------	------	----	---	---

Dr.

Commission,	....	....	....	....	£0	4	6
Remitted Treasurer,	....	....	....	....	2	1	0
					<hr/>		
					£2	5	6

Export Duties.

811,666 superficial feet Sawn Lumber, @ 1s.	....	....	....	....	£40	11	8
					<hr/> <hr/>		

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£31	5	0	....	....	£0	6	3
Do. 10 "	218	2	6	....	....	21	16	3
Do. 15 "	6	0	0	....	....	0	18	0
Rum, &c. 724 gallons, @ 1 6	....	....	....	....	....	54	6	0
Brandy, 34 "	....	....	....	....	....	6	16	0
Gin, &c. 300 "	....	....	....	....	....	37	10	0
Wine, 30 "	....	....	....	....	....	3	15	0
Leather, 114 lbs.	....	....	....	....	....	0	19	0
Tobacco, 138 "	....	....	....	....	....	1	3	0
Dried Fruit, 10 "	....	....	....	....	....	0	0	10
						<hr/>		
						£127	10	4

Railway Duties, £502 10s., @ 2½ per cent.	....	....	....	....	£12	11	3
					<hr/> <hr/>		

Third Quarter ending 31st July 1858.

ORDINARY REVENUE.

Balance in hand 30th April,	£101 12 4
Import Duties,	532 12 1
Export Duties,	254 15 4

£888 19 9

He charges—

Commission,	£78 14 9
Postages,	0 1 0
Remitted Treasurer,	735 4 1

813 19 10

Balance in hand, £74 19 11

RAILWAY DUTIES.

Amount collected,	£124 9 2
--------------------------	----------

DR.

Commission,	£12 8 11
Remitted Treasurer,	112 0 3

£124 9 2

LIGHT HOUSES.

Amount collected,	£99 10 6
--------------------------	----------

DR.

Commission,	£9 19 0
Remitted Treasurer,	89 11 6

£99 10 6

SICK AND DISABLED SEAMEN.

Amount collected,	£30 12 8
--------------------------	----------

DR.

Commission,	£3 1 3
Remitted Treasurer,	27 11 5

£30 12 8

Export Duties.

5,050,334 superficial feet Spruce Deals, @ 1s.	£252 10 4
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60,000 superficial feet Lumber other than Spruce and Pine, @ 9d.	2 5 0
---	-------

£254 15 4

Particulars of Import Duties.

Ad-Valorem, @ 10 per cent. £4,876 11 8	£487 13 2
Do. 15 " 10 3 10	1 10 7
Rum, &c. . . . 394 gallons, @ 1 6	29 11 0
Gin, &c. . . . 80 " 2 6	10 0 0
Tea, 155 lbs. 0 2	1 5 10
Tobacco, 240 " 0 2	2 0 0
Dried Fruit, 98 " 0 1	0 8 2
-Soap, 80 " 0 0½	0 3 4

£532 12 1

Railway Duties, £4,978 6 8, @ 2½ per cent.	£124 9 2
---	----------

£124 9 2

Fourth Quarter ending 31st October 1858.

ORDINARY REVENUE.

Balance in hand 31st July,	....	....	....	....	....	....	£74 19 11
Import Duties,	....	....	....	....	....	....	37 16 6
Export Duties,	....	....	....	....	....	....	167 15 1
							<u>£280 11 6</u>

He charges—

Remitted Treasurer,	....	....	....	....	....	....	246 19 0
							<u>£33 12 6</u>

RAILWAY DUTIES.

Amount collected,	....	....	....	....	....	....	£8 18 5
DR.							
Remitted Treasurer,	..	....	....	....	....	....	<u>£8 18 5</u>

LIGHT HOUSES.

Amount collected,	....	....	....	....	....	....	£52 1 6
DR.							
Remitted Treasurer,	....	....	....	....	....	....	<u>£52 1 6</u>

SICK AND DISABLED SEAMEN.

Amount collected,	...	....	....	....	....	....	£16 1 1
DR.							
Remitted Treasurer,	....	....	....	....	....	....	<u>£16 1 1</u>

BUOYS AND BEACONS.

Amount collected,	....	....	....	....	....	....	£52 4 7
DR.							
Commission,	....	....	....	..	£4 9 11		
Paid Commissioners,	....	....	....	....	47 14 8		
							<u>£52 4 7</u>

Particulars of Import Duties.

Ad-Valorem, @ 10 per cent.	£249 3 4	....	....	....	....	....	£24 18 4
Sperm Candles, . 74 lbs.	@ 0 4	....	....	....	....	....	1 4 8
Rum, . . 139 gallons,	1 6	....	....	....	....	....	10 8 6
Wine, . . 10 "	2 6	....	....	....	....	....	1 5 0
							<u>£37 16 6</u>
Railway Duties, £356 16 8, @ 2½ per cent.	<u>£8 18 5</u>

Export Duties.

3,355,100 superficial feet Sawn Lumber, @ 1s.	<u>£167 15 1</u>
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General Account Current for the Year ending 31st October 1858.

Balance in hand 31st October 1857,	£27 5 5
Import Duties,	....	....	....	....	....	....	697 18 11
Export Duties,	....	....	....	....	....	....	463 2 1
Railway Impost,	....	....	....	....	....	....	145 18 10
Light House Duties,	....	....	....	....	....	....	156 16 4
Sick and Disabled Seamen,	....	....	....	....	....	....	48 19 3
Buoys and Beacons,	....	....	....	....	....	....	52 4 7
							<u>£1,592 5 5</u>
							<i>Carried forward,</i>

	<i>Brought forward,</i>	....	....	....	£1,592	5	5
<i>He charges—</i>							
Commission, as detailed,	....	....	....	....	£127	10	0
Remitted Treasurer,	....	....	....	....	1,383	7	3
Postages,	....	....	....	....	0	1	0
Paid Commissioners Buoys and Beacons,	....	....	....	....	47	14	8
					<hr/>		
					1,558	12	11
					<hr/>		
Balance in hand,	....	....	....	....	£33	12	6
					<hr/>		

Railway Duties.

On £5,837 13 4, @ 2½ per cent.	....	....	....	....	£145	18	10
					<hr/>		

Export Duties.

9,217,100 superficial feet Sawn Lumber, @ 1s.	....	....	....	....	£460	17	1
60,000 superficial feet Sawn Lumber, other than Pine or Spruce, @ 9d.	....	....	....	....	2	5	0
					<hr/>		
					£463	2	1
					<hr/>		

Particulars of Import Duties for the Year.

Ad-Valorem, @ 1 per cent.	£31	5	0	....	....	£0	6	3
Do. 10 "	5,343	17	6	....	....	534	7	9
Do. 15 "	16	3	10	....	....	2	8	7
Rum, &c. . . . 1,257 gallons, @	1	6	....	....	....	94	5	6
Brandy, 34 "	4	0	....	....	....	6	16	0
Gin, &c. . . . 380 "	2	6	....	....	....	47	10	0
Wine, 40 "	2	6	....	....	....	5	0	0
Leather, 114 lbs.	0	2	....	....	....	0	19	0
Tobacco, 378 "	0	2	....	....	....	3	3	0
Dried Fruit, 108 "	0	1	....	....	....	0	9	0
Tea, 155 "	0	2	....	....	....	1	5	10
Soap, 80 "	0	0½	....	....	....	0	3	4
Sperm Candles, 74 "	0	4	....	....	....	1	4	8
					<hr/>			
					£697	18	11	
					<hr/>			

No. 62.

AMASA WELDON.—Moncton.

For the Quarter ending 31st January 1858.

ORDINARY REVENUE.

Balance in hand 31st October 1857,	....	....	....	....	£296	6	2
Import Duties,	....	....	....	....	245	9	5
					<hr/>		
					£541	15	7
<i>He charges—</i>							
Commission,	....	....	....	....	£24	11	0
Remitted Treasurer,	....	....	....	....	237	1	9
					<hr/>		
					261	12	9
					<hr/>		
Balance in hand,	....	....	....	....	£280	2	10
					<hr/>		

In the above Balance is included Mr. Binney's Bond, not cancelled, for £200.

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£176 13 4	....	....	£1 15 4
Do. 10 "	1,565 19 2	....	....	156 11 11
Do. 15 "	1,027 7 2	....	....	154 2 1
Tea, . . . 2,685 lbs. @	0 2	....	....	22 7 6
Tobacco, . . . 2,396 "	0 2	....	....	19 19 4
Coffee, . . . 450 "	0 11	....	....	2 16 3
Candles, . . . 350 "	0 1	....	....	1 9 2
Soap, . . . 814 "	0 0½	....	....	1 13 11
Dried Fruit, . . . 991 "	0 1	....	....	4 2 7
Leather, . . . 1,672 "	0 2	....	....	13 18 8
Sugar, 40 cwt. 2 qrs. 0 "	6 0	....	....	12 3 0
Crushed Sugar, . . . 341 "	0 1	....	....	1 8 5
Axes, . . . 33 no.	1 6	....	....	2 9 6
Lemon Syrup, . . . 25½ gallons,	1 0	....	....	1 5 6
Malt Liquor, . . . 30 "	0 6	....	....	0 15 0
Rum, &c. . . . 647 "	1 6	....	....	48 10 6
Gin, &c. . . . 239 "	2 6	....	....	29 17 6
Brandy, 69 "	4 0	....	....	13 16 0
				<u>£489 2 2</u>
Railway Duties, £3,617 10s. @ 2½ per cent,				<u>£90 8 9</u>

Fourth Quarter ending 31st October 1858.

ORDINARY REVENUE.

Balance in hand 31st July,	£325 15 9
Import Duties,	138 11 10
Export Duties,	11 10 9
	<u>£475 18 4</u>
He charges—	
Commission,	£14 19 6
Remitted Treasurer,	162 0 7—
	<u>£298 18 3</u>
Balance in hand,	<u>£298 18 3</u>

RAILWAY DUTIES.

Amount collected,	£26 18 2
DR.	
Commission,	£2 13 9
Remitted Treasurer,	24 4 5—
	<u>£26 18 2</u>

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£15 0 0	....	....	£0 3 0
Do. 10 "	363 10 0	....	....	36 7 0
Do. 15 "	206 5 0	....	....	30 18 9
Leather, . . . 1,566 lbs. @	0 2	....	....	13 1 0
Tea, . . . 1,200 "	0 2	....	....	10 0 0
Tobacco, . . . 1,191 "	0 2	....	....	9 18 6
Sugar, 21 cwt. 2 qrs. 8 "	6 0	....	....	6 9 4
Crushed Sugar, &c. 12 "	0 1	....	....	0 1 0
Coffee, . . . 120 "	0 1½	....	....	0 15 0
Soap, . . . 352 "	0 0½	....	....	0 14 8
Candles, . . . 160 "	0 1	....	....	0 13 4
Dried Fruit, . . . 189 "	0 1	....	....	0 15 9
Rum, &c. . . . 383 gallons,	1 6	....	....	28 14 6
				<u>£138 11 10</u>
Railway Duties, £1,076 6 8, @ 2½ per cent.				<u>£26 18 2</u>

General Account Current for the Year ending 31st October 1858.

Balance on hand 31st October 1857,	....	....	....	....	....	....	....	£296	6	2
Import Duties,	....	....	....	....	....	....	....	1,094	12	9
Export Duties, ....	....	....	....	....	....	....	....	12	11	0
Railway Impost,	....	....	....	....	....	....	....	205	13	3
Light House Duties,	....	....	....	....	....	....	....	16	10	2
Sick and Disabled Seamen's Fund,	....	..	....	....	....	....	....	3	7	7
								<hr/>		
								£1,629	0	11
He charges—										
Commission, as detailed.	....	....	....	....	....	....	....	£133	2	9
Remitted Treasurer,	....	....	....	....	....	....	....	1,196	19	11
								<hr/>		
								1,330	2	8
								<hr/>		
Balance in hand,	....	....	....	....	....	....	....	£298	18	3

Including £200 Bond referred to in Statement of Account to 31st January 1858.

Railway Duties.

On £8,226 10s. @ 2½ per cent.	....	....	....	....	....	....	....	£205	13	3
								<hr/>		

Export Duties.

251 M. superficial feet Deals, @ 1s.	....	....	....	....	....	....	....	£12	11	0
								<hr/>		

Particulars of Import Duties for the Year.

Ad-Valorem, @ 1 per cent.	£199	3	4	....	....	....	....	£1	19	10
Do. 10 "	4,049	7	6	....	....	....	....	404	18	9
Do. 15 "	1,567	1	9	....	....	....	....	235	1	3
Rum, &c. 1,659 gallons, @		1	6	....	....	....	....	124	8	6
Gin, &c. 634 "		2	6	....	....	....	....	79	5	0
Brandy, 219 "		4	0	....	....	....	....	43	16	0
Lemon Syrup, 33½ "		1	0	....	....	....	....	1	13	6
Malt Liquor, 30 "		0	6	....	....	....	....	0	15	0
Dried Fruit, 2,055 lbs.		0	1	....	....	....	....	8	11	3
Soap, 2,081 "		0	0½	....	....	....	....	4	6	8
Coffee, 718 "		0	1½	....	....	....	....	4	9	9
Tobacco, 5,316 "		0	2	....	....	....	....	44	6	0
Tea, 6,100 "		0	2	....	....	....	....	50	16	8
Leather, 5,787 "		0	2	....	....	....	....	48	4	6
Candles, 920 "		0	1	....	....	....	....	3	16	8
Sugar, 93 cwt. 0 qrs. 8 "		6	0	....	....	....	....	27	18	4
Crushed Sugar, 1,003 "		0	1	....	....	....	....	4	3	7
Axes, 81 no.		1	6	....	....	....	....	6	1	6
								<hr/>		
								£1,094	12	9
								<hr/>		

No. 63.

JOHN HICKMAN.—Dorchester.

For the Quarter ending 31st January 1858.

ORDINARY REVENUE.

Balance in hand 31st October 1857,	....	....	....	....	....	....	....	£6	18	9
Import Duties, ...	....	....	....	....	....	....	....	26	9	4
Export Duties, ....	....	....	....	....	....	....	....	3	17	0
Moiety of Seizures,	....	....	....	....	....	....	....	6	15	0
								<hr/>			
								Carried forward,	£44	0	1

Particulars of import Duties.

Ad-Valorem, @ 10 per cent.	£13 0 0	....	....	£1 6 0
Do. 15 "	57 0 0	....	....	8 11 0
				<u>£9 17 0</u>
Railway Duties, £70, @ 2½ per cent.		....	....	<u>£1 15 0</u>

Third Quarter ending 31st July 1858.

ORDINARY REVENUE.

Amount collected,	....	....	....	....	....	£29 6 3
He charges—						
Balance due 30th April,	....	....	....	....	£0 0 6	
Commission,	....	....	....	....	2 18 8	
Remitted Treasurer,	....	....	....	....	26 0 9	28 19 11
						<u>£0 6 4</u>

RAILWAY DUTIES.

Amount collected,	....	....	....	....	....	£7 0 11
DR.						
Commission,	....	....	....	....	£0 14 1	
Remitted Treasurer,	....	....	....	....	6 6 10	£7 0 11
						<u>£7 0 11</u>

LIGHT HOUSES.

Amount collected,	....	....	....	....	....	£1 15 0
DR.						
Commission,	....	....	....	....	£0 3 6	
Remitted Treasurer,	....	....	....	....	1 11 6	£1 15 0
						<u>£1 15 0</u>

SICK AND DISABLED SEAMEN.

Amount collected,	....	....	....	....	....	£0 6 7
DR.						
Commission,	....	....	....	....	£0 0 8	
Remitted Treasurer,	....	....	....	....	0 5 11	£0 6 7
						<u>£0 6 7</u>

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£12 10 0	....	....	£0 2 6
Do. 10 "	175 2 6	....	....	17 10 3
Do. 15 "	26 0 0	....	....	3 18 0
Crushed Sugar, . 150 lbs. @	0 1	....	....	0 12 6
Tobacco, . . 200 "	0 2	....	....	1 13 4
Leather, . . 400 "	0 2	....	....	3 6 8
Tea, . . 120 "	0 2	....	....	1 0 0
Coffee, . . 84 "	0 1½	....	....	0 10 6
Soap, . . 100 "	0 0½	....	....	0 4 2
Candles, . . 100 "	0 1	....	....	0 8 4
				<u>£29 6 3</u>
Railway Duties, £281 16 8, @ 2½ per cent.		....	....	<u>£7 0 11</u>

Fourth Quarter ending 31st October 1858.

Balance in hand 31st July,	....	....	....	....	£0 6 4
Import Duties,	....	....	....	....	27 14 7
Export Duties,	....	....	....	....	9 5 0
					<u>£37 5 11</u>

Carried forward,

£37 5 11

	<i>Brought forward,</i>	....	....	....	£37 5 11
He charges—					
Commission,	....	....	....	....	£3 14 0
Remitted Treasurer,	..	....	....	....	33 4 8—
					<u>36 18 8</u>
	Balance in hand,	....	....	....	£0 7 3
RAILWAY DUTIES.					
Amount collected,	....	....	....	....	£5 17 11
DR.					
Commission,	....	....	....	....	£0 11 9
Remitted Treasurer,	....	....	....	....	5 6 2
					<u>£5 17 11</u>
LIGHT HOUSES.					
Amount collected,	....	....	....	....	£6 3 6
DR.					
Commission,	....	....	....	....	£0 12 4
Remitted Treasurer,	..	....	....	....	5 11 2
					<u>£6 3 6</u>
SICK AND DISABLED SEAMEN.					
Amount collected,	....	....	....	....	£1 16 0
DR.					
Commission,	....	....	....	....	£0 3 0
Remitted Treasurer,	....	....	....	....	1 13 0
					<u>£1 16 0</u>
Export Duties.					
185,000 superficial feet Sawn Lumber, @ 1s.	....	....	....	....	£9 5 0
Particulars of Import Duties.					
Ad-Valorem, @ 1 per cent.	£0 16 8	....	....	....	£0 0 2
Do. 10 "	86 0 0	....	....	....	8 12 0
Do. 15 "	88 8 4	....	....	....	13 5 3
Tea, . . . 113 lbs.	@ 0 2	....	....	....	0 18 10
Coffee, . . . 60 "	0 1½	....	....	....	0 7 6
Soap, . . . 152 "	0 0½	....	....	....	0 6 4
Leather, . . . 165 "	0 2	....	....	....	1 7 6
Tobacco, . . . 234 "	0 2	....	....	....	1 19 0
Axes, . . . 12 no.	1 6	....	....	....	0 18 0
					<u>£27 14 7</u>
Railway Duties, £235 16 8, @ 2½ per cent.	....	....	....	....	£5 17 11
General Account Current for the Year ending 31st October 1858.					
Balance in hand 31st October 1857,	....	....	....	....	£6 18 9
Import Duties, ....	....	....	....	....	93 7 2
Export Duties, ....	....	....	....	....	13 2 0
Moiety of Seizures, ....	....	....	....	....	6 15 0
Railway Duties, ....	....	....	....	....	18 3 7
Light House Duties, ...	....	....	....	....	11 18 6
Sick and Disabled Seamen, ....	....	....	....	....	2 2 7
					<u>£152 7 7</u>
He charges—					
Commission, as detailed, ....	....	....	....	....	£14 10 4
Remitted Treasurer, ....	....	....	....	....	137 10 0—
					<u>152 10 4</u>
	Balance in hand,	....	....	....	£0 7 3

Export Duties.

262,000 superficial feet Sawn Lumber, @ 1s. £13 2 0

Railway Duties.

On £727 3 4, @ 2½ per cent. £18 3 7

Particulars of Import Duties for the Year.

Ad-Valorem, @ 1 per cent.	£19 3 4	....	....	£0 3 10
Do. 10 "	297 17 6	....	....	29 15 9
Do. 15 "	208 11 8	....	....	31 5 9
Gin, . . . 76 gallons, @ 2 6	0 2	....	....	9 10 0
Leather, . . . 1,532 lbs.	0 1	....	....	12 15 4
Crushed Sugar, . . . 150 "	0 2	....	....	0 12 6
Tea, . . . 233 "	0 1½	....	....	1 18 10
Coffee, . . . 144 "	0 0½	....	....	0 18 0
Soap, . . . 252 "	0 1	....	....	0 10 6
Candles, . . . 100 "	0 2	....	....	0 8 4
Tobacco, . . . 434 "	1 6	....	....	3 12 4
Axes, . . . 24 no.		....	....	1 16 0
				<u>£93 7 2</u>

No. 64.

JAMES DIXON.—Sackville.

For Quarter ending 31st January 1858.

ORDINARY REVENUE.

Balance in hand 31st October 1857,	....	....	....	....	£67 0 4
Import Duties,	....	....	....	....	138 13 7
Moiety of Seizures,	....	....	....	....	36 0 5
					<u>£241 14 4</u>

He charges—

Commission,	....	....	....	....	£13 17 4
Postages Money Letters,	....	....	....	....	0 2 6
Remitted Treasurer,	....	....	....	....	182 3 5
					<u>196 3 3</u>
Balance in hand,	....	....	....	....	<u>£45 11 1</u>

RAILWAY DUTIES.

Amount collected,	....	....	....	....	....	£27 17 4
DR.						
Commission,	....	....	....	....	....	£2 15 9
Remitted Treasurer,	....	....	....	....	....	25 1 7
						<u>£27 17 4</u>

Particulars of Import Duties.

Ad-Valorem, @ 1 per cent.	£73 6 8	....	....	£0 14 8
Do. 10 "	412 18 4	....	....	41 5 10
Do. 15 "	98 16 8	....	....	14 16 6
Rum, &c. . . . 104 gallons, @ 1 6	2 6	....	....	7 16 0
Gin, &c. . . . 78 "	4 0	....	....	9 15 0
Brandy, . . . 67 "	0 3	....	....	13 8 0
Cider, . . . 70 "		....	....	0 17 6
				<u>£88 13 6</u>

Carried forward,

			<i>Brought forward,</i>	....	....	£88 13 6
Sugar,	42 cwt. 3 qrs. 0 lbs.	@	6s. 0d.	....	....	12 16 6
Tea,	1,400	"	0 2	....	....	11 13 4
Dried Fruit,	523	"	0 1	....	....	2 3 7
Leather,	1,606	"	0 2	....	....	13 7 8
Tobacco,	1,085	"	0 2	....	....	9 0 10
Soap,	136	"	0 0½	....	....	0 5 8
Candles,	150	"	0 1	....	....	0 12 6
						<u>£138 13 7</u>
Railway Duties,	£1,114 13 4,	@ 2½ per cent.	....	....	....	<u>£27 17 4</u>

Second Quarter ending 30th April 1858.

ORDINARY REVENUE.

Balance in hand 31st January,	....	....	....	....	....	£45 11 1
Import Duties,	....	....	....	....	....	13 6 4
						<u>£58 17 5</u>
<i>He charges—</i>						
Commission,	....	....	....	....	£1 6 7	
Remitted Treasurer,	....	....	....	....	33 2 0	
						<u>34 8 7</u>
Balance in hand,	....	....	....	....	....	<u>£24 8 10</u>
RAILWAY DUTIES.						
Amount collected,	....	....	....	....	....	£2 16 5
<i>DR.</i>						
Commission,	....	....	....	....	£0 5 8	
Remitted Treasurer,	....	....	....	....	2 10 9	
						<u>£2 16 5</u>
LIGHT HOUSES.						
Amount collected,	....	....	....	....	....	£4 0 0
<i>DR.</i>						
Commission,	....	....	....	....	£0 8 0	
Remitted Treasurer,	....	....	....	....	3 12 0	
						<u>£4 0 0</u>
SICK AND DISABLED SEAMEN.						
Amount collected,	....	....	....	....	....	£0 5 10
<i>DR.</i>						
Commission,	....	....	....	....	£0 0 7	
Remitted Treasurer,	....	....	....	....	0 5 3	
						<u>£0 5 10</u>

Particulars of Import Duties.

Tea,	440 lbs.	@	0s. 2d.	....	....	£3 13 4
Tobacco,	348	"	0 2	....	....	2 18 0
Sugar,	22 cwt. 2 qrs. 0	"	6 0	....	....	6 15 0
						<u>£13 6 4</u>
Railway Duties,	£112 16 8,	@ 2½ per cent.	....	....	....	<u>£2 16 5</u>

	<i>Carried forward,</i>				....	....	....	£757 17 9
<i>He charges—</i>								
Commission, as detailed,	....	....	....	....	£65	7	4	
Postages,	....	....	....	....	0	4	6	
Remitted Treasurer,	630	15	0	
					<hr/>			696 6 10
Balance in hand,	<hr/>			£61 10 11

Railway Duties.

On £4,458, @ 2½ per cent.	<hr/>			£111 9 0
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Particulars of Import Duties for the Year.

Ad-Valorem, @ 1 per cent.	£222	18	4	£2	4	7
Do. 10 "	1,472	19	2	....	....	147	5	11
Do. 15 "	752	15	0	....	....	112	18	3
Rum, . . . 316 gallons, @	1	6	....	....	....	23	14	0
Gin, . . . 78 "	2	6	....	....	....	9	15	0
Brandy, . . . 67 "	4	0	....	....	....	13	8	0
Cider, . . . 70 "	0	3	....	....	....	0	17	6
Lemon Syrup, . . . 17½ "	1	0	....	....	....	0	17	6
Sugar, 319 cwt. 3 qrs. 0 lbs.	6	0	....	....	....	95	18	6
Crushed Sugar, . . . 369 "	0	1	....	....	....	1	10	9
Tea, . . . 5,086 "	0	2	....	....	....	42	7	8
Dried Fruit, . . . 1,518 "	0	1	....	....	....	6	6	6
Leather, . . . 4,264 "	0	2	....	....	....	35	10	8
Tobacco, . . . 3,920 "	0	2	....	....	....	32	13	4
Soap, . . . 614 "	0	0½	....	....	....	1	5	7
Candles, . . . 546 "	0	1	....	....	....	2	5	6
Coffee, . . . 244 "	0	1½	....	....	....	1	10	6
					<hr/>			£530 9 9

No. 65.

REMITTANCES TO TREASURER BY DEPUTIES

For the Fiscal Year ending 31st October 1858, as appear by the Treasurer's Accounts, compared with the several Deputy Treasurers' charges.

		<i>Treasurer credits.</i>	<i>Deputy charges.</i>
SAINT ANDREWS—D. W. JACK.			
Ordinary Revenue,	Page 49,	£2,529 8 3	Remittances to Treasurer. See
Railway Impost,	45,	835 10 4	General Account Current, page
S. and D. Seamen,	36,	207 5 9	55, £3,657 14 9.
Bay Fundy Lights,	35,	85 10 5	
		£3,657 14 9	
SAINT STEPHEN—ROBERT WATSON.			
Ordinary Revenue,	Page 49,	£1,361 4 8	Remittances to Treasurer. See
Railway Impost,	45,	228 3 11	General Account Current, page
S. and D. Seamen,	36,	95 3 6	60, £1,751 4 4. The difference
Bay Fundy Lights,	35,	87 3 11	short-charged, £20 1 8, must be
		£1,771 16 0	credited Mr. Watson.
SAINT STEPHEN—JOHN GRIMMER.			
Ordinary Revenue,	Page 49,	£230 2 3	Charged in General Account, page
Railway Impost,	45,	51 15 3	61, £446 10 3. Difference £108
Bay Fundy Lights,	35,	56 7 6	5s. to be debited Deputy Treas-
		£338 5 0	urer.
SAINT GEORGE—A. J. WETMORE.			
Ordinary Revenue,	Page 49,	£757 2 7	Charged in General Account Cur-
Railway Impost,	45,	31 18 0	rent, page 66, £1,059 15s.
S. and D. Seamen,	36,	54 19 2	
Bay Fundy Lights,	35,	215 15 3	
		£1,059 15 0	
CHATHAM—J. T. WILLISTON.			
Ordinary Revenue,	Page 49,	£4,553 3 2	Charged in General Account Cur-
Railway Impost,	44,	884 7 11	rent, page 71, £5,665 7 1. Dif-
S. and D. Seamen,	36,	2 17 5	ference, 10s. to be surcharged
Gulf Lights,	35,	224 8 7	Mr. Williston.
		£5,664 17 1	
NEWCASTLE—W. A. BLACK.			
Ordinary Revenue,	Page 49,	£1,098 5 6	Charged in General Account Cur-
Railway Impost,	44,	89 10 11	rent, pages 72 and 73, £960 17 10.
S. and D. Seamen,	36,	10 13 0	Difference £244 6 5, which pays
Gulf Lights,	35,	6 14 10	up the balance in hand when he
		£1,205 4 3	quit office on the 25th January
			last.

NEWCASTLE—R. SUTTON.

Ordinary Revenue,	Page 49,	£3,317 15 2	Charged in General Account Current, page 76, £4,392 9s. The difference £1 0 9, must be surcharged him.
Railway Impost,	44,	711 0 10	
Gulf Lights,	35,	362 12 3	
		<u>£4,391 8 3</u>	

RICHIBUCTO—J. W. WELDON.

Ordinary Revenue,	Page 49,	£1,466 5 11	Charged in General Account Current, page 80, £1,573 9 1.
Railway Impost,	44,	106 13 10	
Gulf Lights,	35,	0 9 4	
		<u>£1,573 9 1</u>	

RICHIBUCTO—HENRY LIVINGSTON.

Ordinary Revenue,	Page, 49,	£1,183 15 3	Charged in General Account Current, page 84, £1,565 18 6.
Railway Impost,	44,	264 9 8	
Gulf Lights,	35,	117 13 7	
		<u>£1,565 18 6</u>	

BUCTOUCHE—ROBERT DOUGLASS.

Ordinary Revenue,	Page 49,	£719 12 11	Charged in General Account Current, page 86, £930 6 2.
Railway Impost,	44,	147 15 1	
Gulf Lights,	34,	62 18 2	
		<u>£930 6 2</u>	

BATHURST—JOSEPH READ, 1858.

Ordinary Revenue,	Page, 49,	£1,337 17 8	Charged in General Account Current, page 90, £1,731 2 4. The difference 3d. will be credited him.
Railway Impost,	44,	308 16 8	
Gulf Lights,	35,	84 8 3	
		<u>£1,731 2 7</u>	

BATHURST, additional, 1857.

See last year's Report, page 138,	£490 9 0	Credited in Treasurer's remittances this year, as follow:—	
		Ordinary Revenue,	£345 11 4
		Railway Impost,	113 17 5
		Gulf Lights,	31 0 3
			<u>£490 9 0</u>

SHIPPEGAN—P. DUMARESQ.

Ordinary Revenue,	Page 49,	£440 9 1	Charged in General Account Current, page 95, £558 14 7. Difference 5d. to be credited him.
Railway Impost,	44,	97 19 2	
Gulf Lights,	35,	13 17 5	
S. and D. Seamen,	36,	6 9 4	
		<u>£558 15 0</u>	

DALHOUSIE—D. STEWART.

Ordinary Revenue,	Page 49,	£1,304	7	5	Charged in General Account Current, page 100, £1,695 7s.
Railway Impost,	44,	257	12	8	
S. and D. Seamen,	36,	46	2	11	
Gulf Lights,	35,	87	4	0	
		<hr/>			
		£1,695	7	0	

CAMPBELLTON—C. BOTSFORD.

Ordinary Revenue,	Page 49,	£174	6	10	Charged in General Account Current, page 104, £403 10s. The difference £163, must be surcharged him.
Railway Impost,	44,	62	7	5	
S. and D. Seamen,	36,	2	15	6	
Gulf Lights,	35,	1	0	3	
		<hr/>			
		£240	10	0	

WOODSTOCK—H. E. DIBBLEE.

Ordinary Revenue,	Page 49,	£522	18	2	Charged in General Account Current, page 108, £589 17 9.
Railway Impost,	45,	66	19	7	
		<hr/>			
		£589	17	9	

FREDERICTON—T. R. ROBERTSON.

Ordinary Revenue,	Page 49,	£4,126	0	11	Charged in General Account Current, page 110, £4,705 7 6.
Railway Impost,	45,	579	6	7	
		<hr/>			
		£4,705	7	6	

HARVEY—JAMES BREWSTER.

Ordinary Revenue,	Page 49,	£52	7	1	Charged in General Account Current, page 115, £82 10s.
Railway Impost,	45,	5	12	2	
S. and D. Seamen,	36,	4	1	4	
Bay Fundy Lights,	35,	20	9	5	
		<hr/>			
		£82	10	0	

HILLSBOROUGH—W.M. WALLACE.

Ordinary Revenue,	Page 49,	£116	4	4	Charged in General Account Current, page 118, £181 15 4. The difference, £11 0 1, to be surcharged him.
Railway Impost,	45,	24	5	9	
S. and D. Seamen,	36,	14	10	1	
Bay Fundy Lights,	35,	15	13	1	
		<hr/>			
		£170	15	3	

SHEDIAC—D. HANINGTON.

Ordinary Revenue,	Page 49,	£1,059	2	0	Charged in General Account Current, page 122, £1,383 7 3.
Railway Impost,	45,	132	4	10	
S. and D. Seamen,	36,	45	13	6	
Gulf Lights,	35,	146	6	11	
		<hr/>			
		£1,383	7	3	

MONCTON—AMASA WELDON.

No credits appear in Treasurer's Yearly Account, page 49, for remittances made by this Deputy Treasurer. On referring to Mr. Weldon's Annual Account, page 126, he debits, £1,196 19 11, as remitted, which must be surcharged him. It appears by the Treasurer's Balance Sheet, page 50, that the Deputy Treasurer has remitted £1,197 during the year, which has not yet been distributed to the credit of the several Accounts for which they were collected. This must appear in next year's Accounts, after such distribution has been made.

DORCHESTER—JOHN HICKMAN.

Ordinary Revenue,	Page 49,	£108 9 2	Charged in General Account Cur-
Railway Impost,	45,	16 7 3	rent, page 129, £137 10s.
S. and D. Seamen,	36,	1 18 11	
Bay Fundy Lights,	35,	10 14 8	
		<hr/>	
		£137 10 0	
		<hr/>	

SACKVILLE—JAMES DIXON.

Ordinary Revenue,	Page 49,	£519 18 0	Charged in General Account Cur-
Railway Impost,	44,	100 6 1	rent, page 134, £630 15s.
S. and D. Seamen,	36,	1 1 11	
Bay Fundy Lights,	35,	9 9 0	
		<hr/>	
		£630 15 0	
		<hr/>	

In addition to the above Receipts from Deputy Treasurers by the Treasurer, he credits the following in Account:—

CAMPO BELLO—THOMAS MOSES.

Ordinary Revenue,	Page 49,	£73 3 2
Railway Impost,	45,	16 17 6
		<hr/>
		£90 0 8
		<hr/>

Mr. Moses has furnished this Office with no Accounts during the year, and consequently his Receipts and Payments are not reported upon in this *Return*.

The Treasurer also credits the following sums from—

NORTH JOGGINS—RUFUS COLE.

Ordinary Revenue,	Page 49,	£6 19 6
Railway Impost,	45,	2 2 11
S. and D. Seamen,	36,	0 17 9
Bay Fundy Lights,	35,	4 9 1
		<hr/>
		£14 9 3
		<hr/>

No Returns have been received from this Officer.

The following Deputy Treasurers have made remittances to the Province Treasurer, which appear in his Balance Sheet, page 50, but not carried to Account, requiring to be first distributed to the several Accounts for which they were collected:—

The late James Blackhall, Deputy Treasurer, Caraquet,	£73 15 0
P. M'Naughton, Caraquet,	191 0 0
P. M'Phelim, late Deputy Treasurer, Buctouche,	20 0 0
Robert Douglass, Deputy Treasurer, do.	20 0 3
Rufus Cole, North Joggins,	7 14 7
Edward Wood, Bay Verte,	9 4 10
William Wallace, Hillsborough,	60 18 3
F. Tibbits, Tobique,	49 1 1
W. M. Maclauchlan, Grand Falls,	186 15 2
Vital Hebert, Edmundston,	39 19 7
Amasa Weldon, Moncton,	1,197 0 0
	<hr/>
	£1,855 8 9

Respectfully submitted,

J. R. PARTELOW, A. G.

Audit Office, January 2, 1859.

No. 66.

RECAPITULATION OF ACCOUNTS,

The several Deputy Treasurers with the Province, showing the state of their Accounts on the 31st October 1858, as now reported upon.

CHARLOTTE COUNTY.

DAVID W. JACK—SAINT ANDREWS.

Balance in hand, Ordinary Revenue,	£360 15 3
Sick and Disabled Seamen's Fund,	34 16 6
Buoy and Beacon Fund,	20 2 11
	<hr/>
	£415 14 8

See further remarks at the end of the Report.

ROBERT WATSON—SAINT STEPHEN.

Balance in hand, Ordinary Revenue, £25 11 8	
Sick and Dis. Seamen, 2 1 7—	£27 13 3
Off, short-charged in remittances to Treasurers,	20 11 8
	<hr/>
	7 1 7

JOHN GRIMMER—SAINT STEPHEN.

Balance in hand, Ordinary Revenue,	£208 4 6
Sick and Disabled Seamen,	18 12 4
Buoys and Beacons,	10 3 2
	<hr/>
	£237 0 0
Difference between Treasurer's credits and Deputy's charged as remitted,	108 5 0
	<hr/>
	345 5 0

A. J. WETMORE—SAINT GEORGE.

Balance in hand, Ordinary Revenue,	£354 1 11
Sick and Disabled Seamen,	41 12 10
Buoys and Beacons,	47 19 8
	<hr/>
	443 14 5
<i>Carried forward,</i>	<hr/>
	£1,211 15 8

Brought forward, £1,211 15 8

NORTHUMBRLAND COUNTY.

J. T. WILLISTON—CHATHAM.

Balance in hand, Ordinary Revenue, ....	....	£467	8	9
Charged as remitted Treasurer more than acknowledged,		0	10	0
		467 18 9		

W. A. BLACK—NEWCASTLE.

Balance in hand, Ordinary Revenue, £233	13	5		
Sick and Dis. Seamen,	10	13	0	
		£244 6 5		
Charged as remitted, £960 17 10. Difference,		£244	6	5
which pays up Balance in hand when he quit office January last.				

RICHARD SUTTON—NEWCASTLE.

Balance in hand, Ordinary Revenue, ....	....	£435	10	4
Add £1 0 9, less credited than charged in Account of Remittances to Treasurer,			1	0 9
		436 11 1		

KENT COUNTY.

J. W. WELDON—RICHIBUCTO.

Balance in hand, Ordinary Revenue, ....	....	£179	14	9
Sick and Disabled Seamen,		12	16	11
Buoys and Beacons,		5	14	7
		197 16 3		

HENRY LIVINGSTON—RICHIBUCTO.

Balance in hand, Ordinary Revenue, ....	....	£172	16	3
Buoys and Beacons,		44	2	10
		216 19 1		

ROBERT DOUGLASS—BUCTOUCHE.

Balance in hand, Sick and Disabled Seamen,	....	£40	1	6
Buoys and Beacons,		3	7	3
		43 8 9		

GLOUCESTER COUNTY.

JOSEPH READ—BATHURST.

Balance in hand, Ordinary Revenue, ....	....	£407	11	3
Less, short-charged in remittances to Treasurer,		0	0	3
		£407 11 6		
Sick and Disabled Seamen,		40	3	2
		447 14 2		

P. DUMARESQ—SHIPPEGAN.

Balance in hand, Ordinary Revenue, ....	....	£31	18	6
Less, short-charged in remittances to Treasurer,		0	0	5
		£31 18 1		
Sick and Disabled Seamen,		4	1	5
		35 19 6		

Carried forward, £3,058 3 3

Brought forward, £3,058 3 3

RESTIGOUCHE COUNTY.

D. STEWART—DALHOUSIE.

Balance in hand, Ordinary Revenue,	£437	11	1	
Sick and Disabled Seamen,	28	10	10	
				466 1 11

CHIPMAN BOTSFORD—CAMPBELLTON.

Balance in hand, Ordinary Revenue,	£147	11	8	
Buoy and Beacon Fund,	1	12	9	
				£149 4 5
Add this sum charged more than Treasurer credits,	163	0	0	312 4 5

CARLETON COUNTY.

H. E. DIBBLEE—WOODSTOCK.

Balance in hand, Ordinary Revenue,				274 10 0
---	--	--	--	----------

YORK COUNTY.

T. R. ROBERTSON—FREDERICTON.

Balance in hand, Ordinary Revenue,				72 17 10
---	--	--	--	----------

ALBERT COUNTY.

JAMES BREWSTER—HARVEY.

Balance in hand, Ordinary Revenue,				103 4 6
---	--	--	--	---------

WILLIAM WALLACE—HILLSBOROUGH.

Balance in hand, Ordinary Revenue,	£18	15	8	
Add this amount, less credited by Treasurer than charged,	11	0	1	29 15 9

WESTMOBLAND COUNTY.

DANIEL HANINGTON—SHEDIAC.

Balance in hand, Ordinary Revenue,				33 12 6
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See further remarks at end of this Report.

JOHN HICKMAN—DORCHESTER.

Balance in hand, Ordinary Revenue,				0 7 3
---	--	--	--	-------

AMASA WELDON—MONCTON.

Balance in hand, including £200 Bond, referred to in statement of Account, 31st January, 1858, not yet cancelled,	£298	18	3	
Remitted Treasurer for the fiscal year, not credited because not yet distributed; will appear in next Account,	1,197	0	0	1,495 18 3

JAMES DIXON—SACKVILLE.

Balance in hand, Ordinary Revenue,				61 10 11
---	--	--	--	----------

Total,				£5,908 6 7
-------------	--	--	--	------------

REMARKS RELATING TO DUTIES ON RAILWAY IRON.

By reference to my Report, last page on the Accounts ending 31st October 1857, it will be observed that instructions had been given to the Treasurer and his Deputies to exact 10 per cent. on the importation of such Iron, instead of one, the rate at which it had been admitted that year.

Under this order, 2,746 Iron Rails were entered at the Port of Shediac, valued at £4,700, yielding a duty of £470. Three several entries were made at Saint John of Iron, valued in the whole at £12,353 3 10, and made subject to a similar duty, amounting to £1,235 4 4. These two amounts, £1,705 4 4. were paid by the Railway Board, carried to the credit of the Ordinary Revenue Account, and treated as a part of such Ordinary Revenue, and also charged to and paid by the Board as a part of the cost of the Railway.

By subsequent instructions from the Government, the Treasurer and his Deputies were directed to admit such Iron at one per cent. instead of ten; and under this order Iron Rails were admitted on three several occasions, valued in the whole at £8,993 19s., by the Deputy Treasurer at Saint Andrews, at one per cent., for the Saint Andrews and Quebec Railway, the Duties thereby being £89 18 9, instead of £899 7 10.

The matter with regard to these importations, stands thus—

On Imports at Shediac at 10 per cent.,	..	..	..	£470	0	0
Do. Saint John,	..	..	..	1,235	4	4
				<hr/>		
Duties paid,	..	..	..	£1,705	4	4
Less—One per cent., for Duties,	..	..	..	170	10	5
				<hr/>		
				£1,534	13	11
				<hr/>		

This difference should be refunded the Railway Board, and charged to the Ordinary Service Account, to put them upon the same footing as the Saint Andrews Railway Board.

Further—The Deputy Treasurer, Shediac, received upon the entry on the Iron referred to, 10 per cent. Commission, £47 0 0
He will be entitled to 1 per cent. instead, which will be 4 14 0

The difference he will credit the Province Treasurer, £42 6 0

The Deputy Treasurer has not charged his Commission on several sums credited Fourth Quarter, to which he will be entitled. See Report, page 121, viz:

					10 per cent.	
Import Duties,	..	..	..	£37 16 6	£3 15 8	
Export Duties,	..	..	..	167 15 1	16 15 6	
Railway Impost,	..	..	..	8 18 5	0 17 10	
Light Houses,	..	..	..	52 1 6	5 4 2	
Sick and Disabled Seamen,	..	..	..	16 1 1	1 12 1	
					<hr/>	28 5 3
						<hr/>
Making a difference in his balance of	..	..	..	£14	0	9
				<hr/>		

The Deputy Treasurer carried to the credit of the Railway Impost Account £3 6 8, in October last, for Duties on 200 tons Salt, per "Montezuma," imported in that Ship the May preceding.

The discrepancy noticed in the Deputy Treasurer's Account, Fredericton, of £15, as noticed in Report, page 109, has been adjusted, and his balance will be £57 17 10 instead of £72 17 10.

January 3, 1859.

J. R. PARTELOW, *Aud. Gen.*

No. 67. Comparative Statement of Duties collected for the Fiscal Year ending 31st October 1858, shewing the Articles and Amount, with the same period in 1857.

	1858.		1857.		INCREASE.	DECREASE.
	VALOR.	DUTIES.	VALOR.	DUTIES.		
Ad-Valorem, 1 per cent.	£92,752 1 8		£133,943 6 11	£1,309 8 6	..	..
Out-Ports,	38,191 5 3				..	4,744 5 11
Ditto, 10 do.	280,131 4 2		376,121 19 2	37,612 3 11	..	8,403 17 10
Out-Ports,	95,990 15 0				..	..
Ditto, 15 do.	39,644 8 4		52,333 3 9	7,849 19 6	..	1,263 16 6
Out-Ports,	12,688 15 5				..	..
Wine,	12,636 gals. @ 2s. 6d.		15,503 8 1/2 10ths.	1,937 19 8	..	1,046 0 7
Out-Ports,	2,867 8 1/2 10ths.				..	..
Brandy,	11,327 gals. @ 4s.		16,877 4	3,375 9 0	..	2,797 9 0
Out-Ports,	5,550 1/2				..	..
Gin, &c.	51,811 gals. @ 2s. 6d.		80,390	10,048 15 0	..	1,430 12 5
Out-Ports,	28,579				..	..
Rum, &c.	89,316 gals. @ 1s. 6d.		128,494	9,637 1 0	..	20 9 0
Out-Ports,	39,178				..	..
Cordials,	1,362 1/2 gals. @ 1s.		1,876 1/2	93 16 6	..	13 1 6
Out-Ports,	51 4				..	..
Malt Liquor,	14,821 gals. @ 6d.		23,171	579 5 6	..	109 4 2
Out-Ports,	8,350				..	..
Cider,	92 gals. @ 20 @ 6d		326	4 6 6	..	5 6 9
Out-Ports,	234 } rest, 3d				..	..
Brown Sugar,	18,618 cwt. 1 qr. 14 lb.		22,043 cwt 1 qr 20 lb.	6,612 18 10	..	130 9 6
Out-Ports,	3,425 0 6 @ 6s.				..	..
Loaf Sugar,	560 lbs. @ 1 1/2d.		1,217	7 12 1	..	17 5 1
Out-Ports,	657				..	..
Crushed Sugar,	238,324 lbs. @ 1d.		269,558	1,123 3 2	..	103 13 3
Out-Ports,	31,234				..	..
Tea,	478,579 lbs. @ 2d.		696,483 1/2	5,804 0 7	£625 15 1	..
Out-Ports,	217,904 1/2				..	..
Coffee,	113,530 @ 1 1/2d.		124,296	776 13 9	..	241 12 3
Out-Ports,	10,739				..	..

Comparative Statement of Duties collected for the Fiscal Years ending 31st October 1857 and 1858.—Continued.

		1858.		1857.		INCREASE.		DECREASE.	
		Duties.	Duties.	Duties.	Duties.				
Tobacco,	Saint John, 322,726 lbs. @ 2d. Out-Ports, 123,212½	445,938½	3,716 3 1	392,033	3,266 18 10	449 4 3			
Dried Fruit,	Saint John, 105,990 lbs. @ 1d. Out-Ports, 20,102	126,092	525 7 8	119,404	497 10 4	27 17 4			
Candles,	Saint John, 2,293 lbs. @ 1d. Out-Ports, 51,326	53,619	223 8 3	65,215	271 14 7	.. ..		48 6 4	
Sperm Candles,	Saint John, 657 lbs. @ 4d. Out-Ports, 245	902	15 0 8	1,500	25 0 0	.. ..		9 19 4	
Soap,	Saint John, 16,598 lbs. @ ½d. Out-Ports, 127,553	144,151	300 6 2	150,394	313 6 8	.. ..		13 0 6	
Leather,	Saint John, 131,087 lbs. @ 2d. Out-Ports, 51,999½	183,086½	1,525 14 5	131,295½	1,091 2 7	431 11 10			
Calf Skins,	Saint John, 62 6-12ths doz. @ 6d. Out-Ports, 12 10-12ths.	75 4-12ths.	22 12 0	231 11-12ths doz.	69 11 6	.. ..		16 19 6	
Sheep Skins,	Saint John, 172 3-12ths doz. @ 3d. Out-Ports, 20 6-12ths.	192 9-12ths.	28 18 3	226 6-12ths.	33 19 6	.. ..		5 1 3	
Axes,	Saint John, 48 @ 1s. 6d. each. Out-Ports, 906	954	71 11 0	872	65 8 0	6 3 0			
			£93,201 15 0		£108,222 14 2	£1,540 11 6		£16,561 10 8	

RAILWAY IMPOST.

1858—Saint John, £611,294 13 4	Increase as above, £1,540 11 6	Import Duties as above, £93,201 15 0
Out-Ports, 219,872 16 8	Deduct which from Decrease, 16,561 10 8	If Moiety of Seizures be added as part of Revenue, and small sums credited, as remitted, where parties have not distributed as yet, it will be in addition, 754 15 0
£831,167 10 0 @ 2½ per cent, £20,779 3 9	Net Decrease, £15,020 19 2	
1,036,535 0 10		
Decrease in value, 205,367, 10 10	£5,134 3 8 Decrease.	Total, £93,956 10 0

Audit Office, January 3, 1859.

J. R. PARTELOW, Auditor General.

No. 69. Particulars of Export Duties on Lumber collected in the Province for the Fiscal Year ending 31st October 1858.

	Hardwood Timber at 9d. per Ton.		Pine Timber at 1s. per Ton.		Sup. Feet Pine Lumber, at 1s.		Total amount of Duties.
	11,472 34-40	£430 4 7	51,628 25-40	£2,581 8 7	127,304,750	£6,365 4 9	£9,376 17 11
Saint John,	20	0 15 0	..	..	2,693,300	134 13 4	135 8 4
Saint Andrews,	..	..	..	..	9,959,605	497 19 7	497 19 7
Saint Stephen,	386	14 9 6	20	1 0 0	9,118,000	455 18 0	471 7 6
Saint George,	222	8 6 6	1,244 20-40	62 4 6	12,050,833	602 10 10	673 1 10
Chatham,	1,050	39 7 6	6,520	326 0 0	19,775,750	988 15 9	1,354 3 3
Newcastle,	628	23 11 0	2,968 20-40	148 8 6	2,103,200	105 3 2	277 2 8
Dalhousie,	..	..	..	..	85,750	4 5 9	4 5 9
Campbellton,	104 18-40	3 18 4	..	..	4,085,004	204 5 0	208 3 4
Buctouche,	..	..	230	11 10 0	11,117,250	555 17 3	567 7 3
Richibucto,	65	2 8 9	1,243	62 3 0	6,767,500	388 7 6	402 19 3
Bathurst,	16	0 12 0	214	10 14 0	186,000	9 6 0	20 12 0
Caraget,	..	..	..	..	251,000	12 11 0	12 11 0
Moncton,	..	..	..	..	262,000	13 2 0	13 2 0
Dorchester,	108	4 1 0	..	..	315,000	15 15 0	19 16 0
Harvey,	..	..	..	..	..	..	..
Shediac,	..	..	..	..	9,277,000	463 2 0	9,217 at 1s. 60 " 9d. 403 2 0
	14,072 12-40	£527 14 2	64,068 25-40	£3,203 8 7	215,351,942	£10,766 16 11	£14,497 19 8

Comparative Statement 1858, with same period 1857.

	1858.		1857.	
	14,072 12-40 tons, at 9d.	£527 14 2	64,068 25-40	£3,203 8 7
Hardwood Timber,	14,072 12-40 tons, at 9d.	£527 14 2	Hardwood Timber, 18,048 20-40 tons, at 9d.	..
Pine Timber,	64,068 25-40 " " 1s.	3,203 8 7	Pine Timber, 105,223	..
Sup. feet Sawn Lumber, 215,291,942, at 1s.	..	10,766 16 11	Superficial feet Deals, 266,566,269, at 1s.	..
Do. Lumber other than Pine or Spruce, 60,000, at 9d.
Total 1858,	..	£14,497 19 8	Deduct 1858,	..
	Less in 1858,	..
		£4,768 5 8
		£19,266 5 4
		14,497 19 8
		£676 16 5
		5,261 3 0
		13,328 5 11

January 3, 1859.

J. R. PARTELOW, Auditor General.

RECEIVER GENERAL'S ACCOUNTS.

A

THE QUEEN'S CASUAL REVENUE.

*In Account Current with the late Thomas C. Lee, Receiver General, from 31st October 1857,
to 30th August 1858.*

1858.	DR.			
Aug. 30.	To Payments under Warrants of His Excellency the Lieutenant Governor to date, as per Returns,	£3,782	1	9
	Hon. J. R. Partelow, in advance of Warrant,		40	0
	Balance due the Revenue,	2,880	7	1
			<u>£6,702</u>	<u>8 10</u>
1857. CR.				
Oct. 31.	By Balance due the Fund,	£589	10	8
1858.				
Aug. 30.	Receipts on Tickets from C. L. Office,	5,531	18	3
	Do. from Secretary's Office,	580	19	11
			<u>£6,702</u>	<u>8 10</u>
Balance brought down,				
	Central Bank,	£953	19	8
	Provincial Treasury,	1,665	12	2
	Executors' hands,	260	15	3
			<u>£2,880</u>	<u>7 1</u>

B

CIVIL LIST, NEW BRUNSWICK,

*In Account Current with the late Thomas C. Lee, Receiver General, from 1st November 1857, to
31st August 1858.*

DR.

Payments to Officers borne on the Civil List, viz:—

His Excellency J. H. T. Manners-Sutton, Lieut. Gov.,	3 Quarters,	£2,596	3	0
Hon. James Carter, Chief Justice Supreme Court,	do.	525	0	0
" Robert Parker, Justice Supreme Court,	do.	562	10	0
" L. A. Wilmot, do. do.	do.	450	0	0
" W. J. Ritchie, do. do.	do.	450	0	0
The Judges' Travelling Expenses,	do.	187	10	0
Hon. S. L. Tilley, Provincial Secretary,	do.	450	0	0
" Charles Fisher, Attorney General,	do.	450	0	0
" James Brown, Surveyor General,	do.	450	0	0
" Charles Watters, Solicitor General,	do.	173	1	6
" Thomas Baillie, Retiring allowance,	do.	375	0	0
" J. R. Partelow, Auditor General,	do.	375	0	0
" Thomas C. Lee, Receiver General,	do.	259	12	3
Donation to King's College,	do.	833	6	6
			<u>£8,137</u>	<u>3 3</u>

Carried forward, £8,137 3 3

				<i>Brought forward,</i>	....	....	£8,137	3	3	
Commissioners of Indians, Donation,	....	....	....	3 Quarters,			45	0	0	
G. M. Campbell, Private Secretary,	....	....	....	do.	....		173	1	6	
F. A. H. Straton, Clerk Executive Council,	....	....	....	do.	....		150	0	0	
Moses H. Perley, Emigrant Agent,	....	....	....	do.	....		86	10	9	
Robert Fulton, Clerk in Office of Provincial Secretary,				do.	....		187	10	0	
John Gregory, do. do. do.				do.	....		105	0	0	
J. W. Smith, do. do. do.				do.	....		135	0	0	
							<hr/>			
							£9,019	5	6	
From Surplus Fund—										
Clerkship Audit Office, 3 Quarters,										
John A. Beckwith,	£187	10	0					
George A. Beckwith,	65	0	0—	£252	10	0		
Lieutenant Governor's Contingencies,				200	0	0		
Central Bank, balance of advances Canada and New Brunswick Boundary Survey,				325	13	0		
							<hr/>	778	3	0
							<hr/>	£9,797	8	6
To Surplus at date,		9,332	7	10	
							<hr/>	£19,129	16	4

CR.

By Balance November 1, 1857,	....	....	£8,254	16	4					
Civil List Warrants, 3 Quarters to 31st July 1858,			10,875	0	0					
							<hr/>	£19,129	16	4
							<hr/>			
Oct. 31, 1858. By Surplus brought down,	....	....	....	....	....		£9,332	7	10	
In Central Bank,	....	....	£7,929	3	4					
In Provincial Treasury,	....	....	1,403	4	6					
							<hr/>	£9,332	7	10
							<hr/>			



FISHERY FUND.

The Fishery Fund in Account Current with the late Thomas C. Lee, Receiver General, from 1st November 1857, to 30th August 1858.

		DR.			
1858.					
Aug. 30.	To Balance due the Fund,	....	....	....	£470 13 8
1857.					
		CR.			
Oct. 31.	By Balance on hand this date,	....	....	£433	5 3
1858.					
Feb. 2.	T. K. Parker, rent Fishery Station 1 year,			30	0 0
April 21.	James Brown, rent Sandy Ledge to 1st May 1859,	....	....	5	0 0
Aug. 30.	Deputy Davidson,	...	...	2	8 5
					<hr/>
Nov. 1.	Balance in Provincial Treasury,	....	....	....	£470 13 8
					<hr/>

D**CANADA DISPUTED TERRITORY FUND.**

Account of the Canada Disputed Territory Fund from 1st Nov. 1857, to 31st Oct. 1858.

1857.			
Oct. 31.	To Balance in the hands of the Receiver General this date,	£1,703 11	4
1858.			
Feb. 9.	Paid Warrant, No. 145, Cashier of the Central Bank, towards payment of advances made by said Bank in liquidation of claims upon the Fund,	£1,703 11	4

E

Beverley Robinson. Receiver General provisionally, in account for Moneys received and paid at Saint John, from 3rd September to 31st October 1858, inclusive.

1858.	RECEIPTS.			
Sept. 17.	William Parker, Land Sales, No. 2,	....	....	£16 12 6
20.	Provincial Treasury, on Warrants for Land payments,	....	....	103 12 0
23.	Edward Jack, Land Sales,	....	....	3 11 3
Oct. 8.	Provincial Secretary, Fees, No. 3,	....	....	212 15 0
12.	P. Palmer, Land Sales, No. 2,	....	....	3 11 3
18.	G. M'Cready, do. "	....	....	54 19 0
20.	R. Douglass, do. "	....	....	14 5 0
21.	Edward Jack, do. "	....	....	80 0 7
26.	William Smith, Controller, Fees, Custom House, No. 4,	....	....	28 0 10
28.	Provincial Secretary, expenses repaid, Estate of Picket,	....	....	103 0 0
				<u>£620 7 5</u>
30.	Executors of the late the Hon. T. C. Lee,			
	Casual and Territorial Revenue,	....	....	1,665 12 2
	Surplus Civil List Fund,	....	....	1,403 4 6
	Fishery Fund,	....	....	470 13 8
	Thomas R. Robertson, on account of moneys paid into his hands as Deputy Receiver General, F,	....	....	700 0 0
				<u>£4,859 17 9</u>

1858.	PAYMENTS.			
October.	Warrant No. 297,	Sundry persons,	....	£64 17 8
	" 298-2,	John S. Hay,	....	21 6 10
	" 3,	Chubb and Company,	....	4 15 4
	" 4,	S. & D. Smiler,	....	32 14 9
	" 300,	Indian Reserve Fund,	....	37 10 0
	" 301,	D. B. Stevens,	....	102 2 3
	" 302,	Commercial Bank,	....	67 10 0
				<u>£330 16 10</u>
30.	Balance in the hands of this Accountant,	....	....	4,529 0 11
				<u>£4,859 17 9</u>



THE QUEEN'S CASUAL REVENUE

In Account Current with Thomas R. Robertson, Deputy Receiver General, Fredericton.

DR.

To Payments under Warrants of His Excellency the Lieutenant Governor to date, No. 1,	£86 12 5
Paid Receiver General Robinson,	700 0 0
	<hr/>
	£786 12 5

CR.

Received on Tickets from the Crown Land Office, No. 2:—	
For Land,	£213 10 0
Timber,	311 7 9
Contingencies,	0 13 6
	<hr/>
	£525 11 3
Received from P. Curran, trespass Saint Andrews Rail Road Company Lands,	428 13 1
	<hr/>
	954 4 4
In hands of Deputy Receiver General,	£167 11 11
	<hr/> <hr/>



PROVINCE OF NEW BRUNSWICK

In Account Current with the Receiver General, from 1st November 1857, to 31st October 1858.

DR.

Paid Civil List, 3 Quarters, by T. C. Lee,	£9,019 5 6
Surplus Civil List, 3 Quarters, by T. C. Lee,	778 3 0
Canada Fund, by T. C. Lee,	1,703 11 4
Casual Revenue, by do. £3,822 1 9	
Do. by B. Robinson, 330 16 10	
Do. by T. R. Robertson, 86 12 5	
	<hr/>
	4,239 11 0
	<hr/>
	£15,740 10 10
Balance to debit in a new Account, viz:—	
Surplus Civil List,	£9,332 7 10
Casual Revenue,	4,037 9 7
Fishery Fund,	470 13 8
	<hr/>
	13,840 11 1
	<hr/>
	£29,581 1 11
	<hr/> <hr/>

CR.

By Balance last Audit, viz:—	
Surplus Civil List,	£8,254 16 4
Casual Revenue,	589 10 8
Fishery Fund, ...	433 5 3
Canada Fund,	1,703 11 4
	<hr/>
	£10,981 3 7

Carried forward,

	<i>Brought forward,</i>	....	....	....	....	£10,981	3	7
By Receipts, viz:—									
	Civil List, 3 Quarters, T. C Lee,	....	....	£10,875	0	0		
	Fishery Fund, T. C. Lee,	....	....		37	8	5	
	Casual Revenue, do.	....	£6,112	18	2			
	Do. B. Robinson,		620	7	5				
	Do. T. R. Robertson,		954	4	4				
						7,687	9	11	
							18,599	18	4
							£29,581	1	11
<hr/>									
	Balance at Credit of the Province brought down,	....	....	....	....	£13,840	11	1
	In Central Bank,	....	....	....	....	£8,883	3	0
	In Province Treasury,	....	....	....	....	4,529	0	11
	With Deputy Receiver General Robertson,					167	11	11	
	With Executors of T. C. Lee,			260	15	3	
							£13,840	11	1
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J. R. PARTELOW, *Aud. Gen.*

NO. 1. OF RECEIVER GENERAL'S ACCOUNTS A, B, and F.

Payments from the Gross Proceeds of the Queen's Casual Revenue, made by Receivers General Lee and Robinson, and Deputy Receiver General Robertson, from the 1st November 1857, to the 31st October 1858.

245	William F. Dibblee, Francis Woods, Deputy Carruthers,	£6 0 0 13 7 6 4 6 9			Mileage returned on Timber Berth. Expense of Surveying Land in Geary, Surveying Land for Doctor Gordon in Gloucester.
246	Fredericton & St. John Telegraph Co's Tolls, Quarter ending 30th September 1857,		£23 14 3		{ Gov. House, £5 5 11; Sec. £29 1 1; B. Works, £16 2 9; Att. Gen. £22 14 11; Ex. Council, £14 19 4; Sol. Gen. £2 4s; Aud. Gen. £7 16 0; Sur. Gen. £7 8 7.
247	William Bellingham,		105 13 1		{ Amount of his Account for Advertising. Attendance Audit Office, Quarter ending 31st October 1857.
248	Edward O'Brien,		20 11 4		{ Return of purchase money, Land not vacant. Refund of a payment to Deputy Layton in 1836.
249	Lafayette Somers,		3 0 0		{ Stationery, August 1856, Secretary's Office. Gas 1 year to 1st Nov. 1857, Crown Land, Ex. Council, and Aud. Gen. Officers.
250	Placide Myers, Jun.		6 19 2		{ Contingencies, May 1856, to October 1857, Audit Office. Making and washing Towels to December 1857, } Crown Land Office.
251	Henry Chubb & Co. Fredericton Gas Company, John Neill, Mary Ann Sweade, Samuel A. Akerley, John Neill, G. W. Day, Intelligencer, John S. Hay, St. Croix Herald,	£1 12 3 3 12 0 1 7 11 3 0 0 4 0 0 3 7 2 1 0 0 15 2 6	9 0 0		{ Cylinder Stove, October 1857, Contingencies, December 1856, to September 1857, Advertising, January and February 1856, Advertising, August 7th to October 30th, 1857.
252	Samuel Watts, William Segee,	£10 0 0 50 0 0	33 1 10		{ On Account for Public Printing. On Account Coach hire Executive Council.
253	The Provincial Secretary, The Clerk of the Executive Council,	£25 0 0 3 5 0	60 0 0		{ Travelling expenses to St. John, sundry trips on public business. Contingent expenses of office.
254	Dr. J. B. Toldery,		28 5 0		{ Repairs to Mathematical Instruments used in Boundary Survey. Gov. House, £3 0 4; Ex. Council, £3 4 7; Pro. Sec. £16 9 7; Sol. Gen. 12s 8d;
256	Telegraph Tolls Fredericton Office, Quarter ending 31st December 1857,		50 0 8		{ Att. Gen. £7 18 11; C. L. Office, £8 18 5; Aud. Office, £9 16 2.
257	Telegraph Tolls St. John Office, Quarter ending 31st December 1857,		20 8 8		{ Executive Council, £6 0 5; Provincial Secretary, £14 8 3. On Account of publishing Crown Land Advertisements.
258	George E. Fenety,		50 0 0		{ Publishing Crown Land Advertisements to 19th Dec. 1857. Clerkship Crown Land Office, Quarter ending 31st January 1858.
259	W. Bellingham,		17 10 0		{ Messenger Executive Council and Provincial Secretary, 31st January 1858.
260	The Hon. James Brown, Sur. Gen.		322 10 0		
261	John M'Clusky,		25 0 0		

Payments from the Gross Proceeds of the Queen's Casual Revenue from 1st November 1857, to 31st October 1858.—Continued.

262	Andrew Phair, Postmaster Frederickton, Postages Quarter ending 31st December, 1857.	£18 8 9	£238 13 4	Pro. Sec. £56 12 6; Sur. Gen. £49 11 11; Atty. Gen. £12 19 5; Aud. Gen. £51 18 5; Rec. Gen. £5 11 1; Sup. Schools, £31 19 7; Com. W. £18 14 10; Ex. Council, £4 11 10; C. Pleas, £4 9 8; Sol. Gen. £2 4 1.
263	Edward O'Brien, Provincial Secretary,	62 10 0	3 0 0	Contingencies, Secretary's Office, Quarter ending 31st January 1858.
264	William Segee,		80 18 9	For services to the Executive Council.
265	John Graham,	£1 10 0	44 14 11	Printing Blanks for Receiver General in November 1857.
266	Charles S. Beverley,	42 14 11		Binding and Stationery, Secretary's Office, to 12th January 1858.
	John A. Beckwith,	0 10 0		Fuel, Office of Audit, January 1858.
267	Andrew B. Duncan,	£3 6 4	6 8 1	Slove pipe, fittings, &c. to February 1858, } For the Crown Land Office.
	Francis Flanagan,	1 13 9		Hemlock Bark in January 1858, }
	A. H. Clark,	1 8 0		Sundry jobs in 1857, }
268	Royal Gazette Office.	£120 11 5	188 13 3	Advertising, &c. 1/2 year to 31st October 1857.
269	D. P. Howe, Colonial Times,	24 8 8	39 0 6	do. 19th December 1857.
	James Hogg, Reporter,	43 13 2		do. 15th January 1858.
270	G. E. Fenety, Morning News,	£60 0 0	82 0 0	do. 18th December 1857.
	H. M. G. Garden, Deputy Surveyor,	2 0 0		Surveying 7,756 acres Crown Land in Carleton.
	James Davidson, Charlotte,	20 0 0		Return of Milenge.
	Robert Snell, Deputy Surveyor,			Exploring Road, Ryder's Brook to Butternut Ridge.
271	James R. Hartley, Deputy Surveyor,	£32 0 0	33 10 0	Surveying 64 Lots of Crown Land in Brighton.
	do.	1 10 0		Postage paid on Money Letters.
272	Archibald Menzies,		2 10 0	Reporting on Downing and Hanson land purchases.
273	William Polley,		12 0 0	Return of purchase money on Land.
274	James Tibbits,		21 0 0	Refund of purchase money, and survey of Land.
275	Joseph and Michael Caughlan,		10 0 0	Refund of Survey Money, Northumberland.
276	John Sweeney,	£13 16 3		214 cords Wood in February, 1858, Crown Land Office.
	Charles S. Beverley,	1 3 3		Stationery October 2nd 1857, to March 13th 1858, Receiver General's Office.
	Simon Killeen,	5 1 0		8 cords wood, February, 1858, }
	Edward O'Brien,	2 0 0		do. } For the Office of Audit.
	Thomas Aitken,	4 3 6		Furniture, December, 1857, }
	Daniel Elliott,	2 1 3		Slove Pipe, January, 1858, }
277	Charles S. Beverley,	£13 1 44	28 5 3	Stationery, &c. Sept. 9th 1857, to March 19th 1858, } For the Crown Land Office.
	William Scully,	5 6 3		Sawing Wood, March 1858. }

278	John Neill,	0 7 6	39 1 11	Contingencies, Office of Education.
	S. R. Miller,	20 6 94		Stationery, &c. 1/2 year to 31st March 1858, Office of Audit.
	James A. Pierce and Son,	£32 2 0		{ For the year 1857.
	John S. Hay,	17 10 5		{ Oct. 1st to Dec. 31st 1857.
	Samuel Watts,	31 1 1		{ In full to December 31st 1857.
	Westmorland Times,	17 11 10		{ June 1857 to January 1858.
	Leader Office,	22 0 0		{ January 6th to March 6th 1858.
	William R. Melville,	5 5 3		{ March 6th to July 11th 1857.
	Henry Chubb & Co.	31 17 8		{ June 1857 to March.
279	Hon. James Brown, Surveyor General,	£8 5 0	157 8 3	Advertising Sales and Leases of Crown Lands,
	The Clerk of the Executive Council,	86 10 0		{ For services rendered in 1856.
	do.	4 14 7		Travelling expenses of Executive Councillors.
280	Telegraph Company, Frederickton, Quarter to 31st March, 1858.		99 9 7	Office contingencies.
281	do.		58 7 7	Gov. House, £1 8 4; Sec. Office, £25 14s; Aud. General, £3 6 11; Executive Council, £21 13 11; Board of Works, £3 4 5.
282	James Steen,		35 19 4	B. Works, to 31st Dec. 1857, £15 13 9; Atty. Gen. £11 14 1; and Crown Land Office, £8 11 6, to 31st March 1858.
283	A. Phair, Postmaster, Frederickton, Postage Public Offices, Quarter ending the 31st March, 1858,		15 0 0	Expenses incurred defending Timber Licence.
284	Hon. James Brown, Surveyor General,	£7 15 6	158 3 1	Pro. Sec. £47 17 1; C. L. Office, £36 1s.; C. Ex. Council, £3 7 7; Com. W. £11 5 11; Rec. Gen. £5 4 3; Aud. Gen. £23 11 3; Atty. Gen. £10 9 10; Clerk Pleas, £3 5 9; Sup. Schools, £12 0 5.
285	John M'Clusky,	61 1 3	322 10 0	Clerkship Crown Land Office, Quarter ending 30th inst.
	S. R. Miller,	54 5 0	25 0 0	Messenger Executive Council and Provincial Secretary, Quarter ending 30th inst.
	do.	0 7 6		Stationery, Attorney General's Office, October 1857, to May 1858.
	Royal Gazette Office,	4 10 0		Stationery and Binding, Crown Land Office, October 9, 1857, to April 26, 1858.
	John Carter,			Printing, Advertising, Gazettes, Crown Land Office and Government Offices.
	Edward O'Brien,			Repairing Locks, Crown Land Office, 5s.; Audit Office, 2s. 6d.
286	F. A. H. Stratton, Clerk of the Executive Council,		127 19 3	Attendance, &c. to 30th April, 60s.; Cleaning Office, 30s.
287	David Sadler,		156 3 4	Contingencies Executive Council, £39 9 3; Contingencies Clerk's Office, £3 2 5;
288	Frederickton and St. John Telegraph Office, Tolls on Messages Public Departments, Quarter to June 30th 1858,		58 8 11	Attendance Executive Council, £108 11 8.
	James Hogg,	£51 14 11	103 2 6	Survey of the Kedgwick River.
	Ross Woodrow,	50 1 2		Lt. Gov. £5 3 7; B. Works, £14 2 8; Pro. Sec. £28 12 1; Atty. Gen. £21 5 1; Audit Office, £9 10 4; C. L. Office, £7 5 1; Ex. Council, £17 3 8.
	George E. Fenety,	25 6 6		Printing Blanks, £20 15s; Advertising, £30 19 11, to July 1st 1858, } Crown Land Office.
	William Bellingham,	18 14 6		do. 9th " }
			145 17 1	do. July 2nd " }

Payments from the Gross Proceeds of the Queen's Casual Revenue from 1st November 1857, to 31st October 1858.—Continued.

290	A. B. Phair, Postmaster, Postage Public Offices, Quarter ending 1st inst.		£175 15 3		Aud. Gen. £30 0 3; Rec. Gen. £4 18s; Sol. Gen. £4 5 11; Sur. Gen. £35 14 4; Sup. Schools, £30 3 8; Clerk Pleas, £3 6 10; Atty. Gen. £11 6 10½; Prov. Sec. £38 8 6; Com. Works, £13 8 5; Executive Council, £4 2 5½.
291	J. W. Smith, William Segee, Clerk Executive Council,	£38 4 4 62 10 0 18 16 8			Contingencies Secretary's Office. On Account Coach Hire, Executive Council. Members travelling expenses, £16 6 8; Contingencies, £2 10s.
292	Richard Dunn, Thomas Sweade,	£15 0 0 1 10 0	119 11 0		Rent Receiver General's Office, one year to 1st May 1858. Cleaning Crown Land Office in May 1858.
293	Hon. James Brown, Surveyor General,		16 10 0		
294	John McClusky, Edward O'Brien,	£25 0 0 3 0 0	322 10 0		Clerkship Crown Land Office, Quarter ending 31st inst. Messenger Executive Council and Secretary's Office, Quarter ending 31st inst. Attendance Audit Office, Quarter ending 31st inst.
295	Carlton Sentinel,		28 0 0		
296	Richard Payne, Charles S. Beverly,	£2 3 9 9 19 5	20 0 0		Advertising Crown Land Sales, on Account. Whitewashing and Painting, May 1858, Office of Audit. Stationery and Binding, 25th Mar. to 23rd Aug. 1858, for the Crown Land Office.
297	J. Woodforde Smith, Clerk of the Executive Council,	£18 17 8 46 0 0	12 3 2		Stationery, Fuel, &c. Secretary's Office. Travelling expenses Executive Councillors.
298	J. S. Hay, St. Croix Herald, Henry Chubb & Co. Samuel Smiler,	£21 6 10 4 15 4 32 14 0	64 17 8		Advertising, May 7th to July 30th, 1858. Do. March 6th to May 8th, " Do. no dates furnished.
299	W. T. P. Lee, for advances made by the late Receiver General;		58 16 11		To pay Wm. Segee £62 10s. for Stage hire, and J. S. Hay, Advertising to 30th April 1858, £11 19 3.
300	Indian Reserve Fund,		74 9 3		For Land of D. Craig on Reserve, paid to Casual Revenue in error.
301	D. B. Stevens, Telegraph Tolls, Quarter ending 30th September, 1858.		37 10 0		Governor, £12 17s; Ex. Council, £20 19 11; Att. Gen. £19 17 7; Sur. Gen. £7 3 2; Sec. £19 3 10; Aud. Gen. £9 19 5; B. of Works, £12 1 4.
302	The Commercial Bank, Hon. J. R. Partelow, in advance of Warrant,		102 2 3		Timber cut by Bradbury on the W. Potter Land.
			67 10 0		
			40 0 0		
142	George W. Day,	£22 13 8	1 0 0		Advertising.
241	Henry Chubb & Co. Carlton Sentinel,	2 0 0	24 13 8		Stationery, Secretary's Office. Advertising.
			£4,289 11 0		

Classification of Warrants drawn on the Gross Proceeds of the Casual Revenue.

Contingencies.	Secretary's Office,	£207	1	7		
	Surveyor General's Office,	131	3	9		
	Auditor General's Office,	92	10	8		
	Receiver General's Office,	16	3	3		
	Executive Council,	591	13	7		
	Attorney General,	7	15	6		
	Superintendent of Schools,	0	7	6		
					£1,049	18 4
	Postages Public Departments, three Quarters,				574	1 8
	Telegraph Tolls, Public Departments,				475	14 1
	Clerkship Crown Land Office, three Quarters,				967	10 0
	Surveys and Inspections,				205	16 2
	Printing and Advertising,				792	14 1
	Purchase Money and Mileage returned,				161	19 2
	Judicial,				15	0 0
					£4,239	11 0
	Paid in 1858 of 1857,	£25	13	8		
	Paid in 1858 of 1858,	4,213	17	4		
					£4,239	11 0
	Unpaid of 1858,	£70	16	4		

No. 2, OF THE RECEIVER GENERAL'S ACCOUNTS.

Abstract of Receipts through the Crown Land Office for Casual Revenue, between 1st November 1857, and 31st October 1858.

Sources.	A Hon. T. C. Lee.	E B. Robinson, Esq.	F T. R. Robertson, Esq.	Total.	
Land,	£3,189 2 7	£239 1 7	£213 10 0	£3,641 14 2	
Timber,	2,169 19 5	.. ..	311 7 9	2,481 7 2	T. R. R. also received £428 13 1 for the St. Andrews R. R. Com.
Contingencies,	172 16 3	.. ..	0 13 6	173 9 9	B. R. also received £37 10s. for the Indian Fund for lands.
Totals,	£5,531 18 3	£239 1 7	£525 11 3	£6,296 11 1	

No. 3, OF THE RECEIVER GENERAL'S ACCOUNTS.

Statement of Fees received at the Provincial Secretary's Office from 1st November 1857, to 31st July 1858.

Amount received for Marriage Licences issued at the Secretary's Office, £91 19 6

Amount received from Issuers in the several Counties, viz:—

Charles Drury,	£260	0	0
Andrew Barberie,	5	0	0
Hon. G. S. Hill,	61	0	0
Wellington Hatch,	36	2	0
William Napier,	17	0	0
Martin B. Palmer,	12	0	0
A. K. S. Wetmore,	60	0	0
Edward B. Smith,	12	0	0
Wm. F. Bonnell,	18	0	0
James L. Price,	6	0	0
Hon. E. B. Chandler,	60	0	0
Edward Williston,	36	0	0
J. W. Weldon,	30	0	0

Carried forward, £613 2 0 £91 19 6

	<i>Brought forward,</i>		£613	2	0	£91	19	6
A. T. D. M·Elman,	... ..	...	11	0	0			
Rev. S. J. Hanford,	... ..	...	6	0	0			
George W. Hoben,	... ..	...	5	0	0			
						635	2	0
Amount received for Commissions, &c.	... ..	...				63	3	5½
						£790	4	11½
	<i>Add—</i>							
Received for Militia Great Coats sold to the Saint John Police,	... ..	...				4	10	0
						794	14	11½
Paid to the late Receiver General Lee,	... ..	...	£580	19	11			
Paid Receiver General Robinson,	... ..	...	212	15	0			
In Secretary's hands,	... ..	...	1	0	0½			
						£749	14	11½

NO. 4. OF THE RECEIVER GENERAL'S ACCOUNT E.

William Smith, Controller, Saint John, in Account Current with the Receiver General, for the year ending 30th September 1858.

DR.

Registry Fees at the Port of Saint John, from October 1st 1857, to September 30th 1858,	... ..	...	£70	9	7			
Registry Fees at the Port of Chatham for same period,			10	10	5			
Do. do. Saint Andrews, do.			7	18	4½			
						£88	18	4½

CR.

By Expenditure for Office Contingencies,	... ..	...	£14	7	11½			
“ Extra Clerkship,	... ..	...	20	0	0			
“ Printing, ... ..	... ..	...	12	10	5			
“ Travelling expenses,	... ..	...	3	10	0			
“ Postages and Telegrams,	... ..	...	10	9	2			
“ Bal. paid to Rec. Gen. Robinson,			28	0	10			
						£88	18	4½

J. R. PARTELOW, *Aud. Gen.*

BEAR BOUNTIES.

*Report upon Accounts furnished by Clerks of the Peace for the Distribution of Bounties
for the destruction of Bears and Wolves.*

No. 1. GEORGE J. DIBBLEE.—YORK.

Unexpended, 1857,	£1 0 0
Warrants Nos. 32, 71, 102, 119, 125, 200, 326, 342, 406, 428, 461, of 1858,	110 0 0
	£111 0 0
Expenditure, (148 Bears,)	£111 0 0

No. 2. A. K. S. WETMORE.—CARLETON.

Unexpended, 1857,	£4 8 0
Warrants Nos. 43, 149, 491, of 1858,	30 0 0
	£34 8 0
Expenditure, (33 Bears,)	24 15 0
Unexpended,	£9 13 0

No. 3. E. B. SMITH.—KING'S.

Unexpended, 1857,	£0 5 0
Warrant No. 34, of 1858,	10 0 0
	£10 5 0
Expenditure, (16 Bears,)	12 0 0
Over-expended,	£1 15 0

No. 4. HON. W. B. KINNEAR.—ST. JOHN.

Unexpended, 1857,	£7 0 0
Expenditure, (4 Bears,)	3 0 0
Unexpended,	£4 0 0

No. 5. J. W. WELDON.—KENT.

Warrant No. 323, of 1858,	£21 10 0
Over-expended, 1857,	£5 15 0
Expenditure, 1858, (21 Bears,)	15 15 0
	£21 10 0

No. 6. CHARLES J. SAYRE.—KENT.

Warrants Nos. 362, 404, 390, 420, of 1858,	£40 0 0
Expenditure, (34 Bears,)	25 10 0
Unexpended,	£14 10 0

Mr. Sayre had drawn only £30 from the Treasury at the close of 1858, consequently he had only £4 10s. in his hands.

No. 7. EDWARD WILLISTON.—NORTHUMBERLAND.

Warrants Nos. 13 and 186, of 1858,	£21	5	0
Over-expenditure, 1857,	£6	5	0
Expenditure, 1858, (20 Bears,)	15	0	0
	<hr/>		£21 5 0

No. 8. SAMUEL THOMSON.—NORTHUMBERLAND.

Warrants Nos. 156, 214, 257, 317, 348, 390, 403, 429, 433, 463, 490, of 1858,	£110	0	0
Expenditure, (151 Bears,)	113	5	0
	<hr/>		£3 5 0
Over-expended,	£3	5	0

No. 9. THEOPHILUS DESBRISAY.—GLOUCESTER.

Unexpended, 1857,	£0	5	0
Warrants Nos. 236 and 315, of 1857, and Nos. 90, 397 and 489, of 1858,	50	0	0
	<hr/>		£50 5 0
Expenditure, (64 Bears,)	48	0	0
	<hr/>		£2 5 0
Unexpended,	£2	5	0

No. 10. HON. E. B. CHANDLER.—WESTMORLAND.

Unexpended, 1857,	£0	5	0
Warrants Nos. 57 and 456, of 1858,	20	0	0
	<hr/>		£20 5 0
Expenditure, (25 Bears,)	18	15	0
	<hr/>		£1 10 0
Unexpended,	£1	10	0

Mr. Chandler charges 5 per cent. Commission, which the Law does not sanction.

No. 11. WM. T. WILMOT.—VICTORIA.

Warrants Nos. 187, 316, 422, 488, of 1858,	£40	0	0
Over-expenditure, 1857,	£1	5	0
Expenditure, (40 Bears,)	30	0	0
	<hr/>		31 5 0
Unexpended,	£8	15	0

No. 12. S. G. MORSE.—ALBERT.

Unexpended, 1857,	£2	5	0
Warrant No. 89, of 1858,	10	0	0
	<hr/>		£12 5 0
Expenditure, (15 Bears,)	11	5	0
	<hr/>		£1 0 0
Unexpended,	£1	0	0

No. 13. WELLINGTON HATCH.—CHARLOTTE.

Unexpended, 1857,	£16	7	0
Warrants of 1858, Nos. 55, £30; 109, £20; 115, £30; 194, £30; 295, £40; 374, £20; 390, £10; 468, £10;	190	0	0
	<hr/>		£206 7 0

Carried forward,

	<i>Brought forward,</i>	£206 7 0
Expenditure, (3 Wolves,) under special authority in		
1854. Certificates furnished in 1858,	£4 10 0	
236 Bears, 1858,	177 0 0	
1 Wolf, "	0 15 0—	182 5 0
Unexpended,		<u>£24 2 0</u>

Warrant No. 468 had not been drawn from the Treasury at the close of Fiscal Year.

No. 14. GEORGE J. BLISS.—SUNBURY.

Unexpended, 1857,	£0 15 0	
Warrants Nos. 113, 371 and 449, of 1858,	30 0 0	
		£30 15 0
Expenditure, (27 Bears and 2 Wolves,)		21 15 0
Unexpended,		<u>£9 0 0</u>

No. 15. T. R. WETMORE.—QUEEN'S.

Warrants of 1858, Nos. 30, 207 and 421, £10 each, and 372, £20,		£50 0 0
Over-expenditure, 1857,	£2 5 0	
Expenditure, 1858, (33 Bears,)	24 15 0—	27 0 0
Unexpended,		<u>£23 0 0</u>

All Warrants issued in 1857 and 1858 for Bear and Wolf Bounties have been accounted for. Warrants issued during the year 1858 for £712 15s. and Bounty, was paid during the same period on the destruction of 867 Bears and 6 Wolves.

J. R. PARTELOW, *Aud. Gen.*

MARINE HOSPITAL, SAINT JOHN.

Report upon the Account of the Commissioners of the Marine Hospital, Saint John, for the year 1858.

This is an Account of Expenditure for the support of the Marine Hospital in the City of Saint John, including a Branch on Partridge Island, during the Fiscal Year ending 31st October 1858, and is made up as follows, viz:—

Over-expenditure, 1857,	£374 17 11
Provisions for 6,985 diets, 1858,	£207 10 6
Washing and Straw,	44 17 2
Fuel,	49 16 6
Medicine and Drugs,	32 11 4
Stewart, Matron, Assistants,	220 15 6
Physician and Surgeon, Clergy, Secretary,	240 0 0
Burial and Cemetery charges,	4 5 0
Gardner, &c.,	95 10 4
Carpenters, &c., for repairs,	43 17 0
Sundry supplies not classified,	83 9 0
Supplies not included in Diets,	18 8 5
	<u>1,041 0 9</u>
<i>Carried forward,</i>	£1,415 18 8

	<i>Brought forward,</i>	£1,415 18 8
The Commissioners credit—		
Warrant on Treasury for old balance,	£374 17 11	
Cash from the Treasury during the year,	850 0 0—	1,224 17 11
		<hr/>
Balance due the Commissioners 31st October 1858,		£191 0 9

The Account is furnished in detail, is correctly made up and vouched, it is signed by eight Commissioners, (one of them, W. Doherty, signing under protest on account of the payment to the Chaplain,) and countersigned by the Secretary Treasurer, Charles Ward, Esquire.

J. R. PARTELOW, *Aud. Gen.*

MARINE HOSPITAL, SAINT ANDREWS.

Report upon the Accounts of the Commissioners of the Marine Hospital, Saint Andrews.

No. 1. WILLIAM KER, Late Commissioner.

He charges, for general expenditure from May 1856 to		
November 1857,	£285 6 11	
Dr. Gove's services,	70 0 0	
Commissioner's Salary, 1½ years,	35 0 0	
Paid over to Commissioners Chipman and Hatheway,	117 10 0	
		<hr/>
		£507 16 11
He credits—		
Balance in hand 1st May 1856,	£43 7 4	
Received from Deputy Treasurer Jack, from 1st May to 30th November 1856,	220 0 0	
Do. Do. to 1st November 1857,	250 0 0	
Proceeds of old fence sold,	0 16 0	
		<hr/>
		514 3 4
Balance in Mr. Ker's hands November 1, 1857,		<hr/>
		£6 6 5

He claims £20 for twenty years' Stationery, and services from December 1827 to December 1847, during which time, he states, he received no remuneration, although called upon to officiate at all times of the day and night; if his claim is allowed, a balance will be due him of £13 13 7.

No. 2. C. E. O. HATHEWAY, Officiating Commissioner.

He expended from the 1st November 1857 to the 1st September 1858, as follows:—		
Keeper's Salary, Board, and Fuel,	£112 18 8	
Repairs,	65 13 0	
Physician, Dr. Gove,	32 0 0	
Commissioner Hatheway's services,	20 0 0	
		<hr/>
		£230 11 8
He credits—		
Received from late Commissioner Ker,	£117 10 0	
From Deputy Treasurer Jack,	125 0 0—	242 10 0
		<hr/>
In his hands 1st September 1858,		£11 18 4

The Account is sworn to and vouched.

J. R. PARTELOW, *Aud. Gen.*

LIGHT HOUSES.

Report upon the Accounts of the Commissioners of the Provincial Light Houses for the Year ending the 31st of October 1858.

No. 1. Is the General Account Current of the Commissioners of the Bay of Fundy Light Houses, residing at Saint John, with the Province for the year 1858, as follows, viz:—

Tag "Relief," Towing Bell Buoy to Station in August,	£10 0 0
John Murray, work at Bell Buoy, Winter of 1857,	4 10 0
Barnes & Co., Stationery in 1857,	1 6 6
Till Brothers, Advertising Contract for Oil, 1857,	1 15 0
Gas Company, Reed's Point Light, 6 months to 1st November 1857,	7 10 0
Do. do. do. 1st May 1858,	7 10 0
H. Bellingham, Advertising Contract for Oil, April 1858,	1 13 9
H. Hayward and Company, Casting Bell for D. Jones' experiment,	0 17 3
Joseph Crispin, altering Locks on Blunderbusses,	1 10 0
S. Wiggins and Son, 111 Casks Pale Seal Oil, per Contract—	
3,263 gallons, @ 3s. 3½d.,	£540 8 8
Less—Half gauging 111 Casks Oil, @ 6d.	2 15 6
	537 13 2
William Leary, Cartage of 111 Casks Oil,	0 18 8
Tinkham and Company, Wicks, Lamp Chimneys, and charges,	34 3 0
Till Brothers, Advertising Contract for Oil, 1858,	1 18 8
S. Gillespie, Inspecting and Gauging Oil,	5 11 0
James Thomson, Hire of Schooner "Arrow," to visit Point L'Preaux, Machias Seal Islands, and Gannet Rock Light Stations,	6 0 0
T. T. V. Smith, Plans and Specification for a Light House on Grindstone Island,	9 2 6
D. J. Odell and Company, Oil for Machias Seal Islands in July,	18 3 0
T. M. Smith, 967 gallons Porpoise Oil, per Contract, @ 5s.,	241 15 0
Barnes and Company, Printing Blanks, Keepers' Returns, &c.,	3 3 3
S. Gillespie, Storage and Trimming Oil,	1 15 0
I. Woodward, Office rent and expenses,	29 9 8

Sub-Accounts for nine Stations, A to I inclusive.

A.—PARTRIDGE ISLAND Light Station,	
Keeper, A. Reid, Salary for one year,	£100 0 0
Coals, &c. for Gas Works,	£84 17 11
Allowance to Foulis,	50 0 0
Do. Wilson,	65 0 0—
Fog Bell on Island, and Bell Buoy,	51 1 6
Contingencies for Station,	46 8 3
	397 7 8
B.—BEACON Light Station,	
Keeper, J. Lane, one year's Salary,	£100 0 0
Additional Block,	500 0 0
Contingencies,	18 5 1
Extra Contingencies, Painting, &c.,	18 12 11
	636 18 0
C.—QUACO Light Station,	
Keeper, T. Lamb, and Assistant's Salary,	£146 0 0
Contingencies,	56 8 2
	202 8 2
D.—POINT L'PREAUX Light Station,	
Keeper, G. Thomas, Salary for one year,	£100 0 0
Contingencies,	14 16 8
	114 16 8
E.—GANNET ROCK Light Station,	
Keeper, W. B. McLaughlin, and Assistant, Salary one year,	£210 0 0
Contingencies,	74 0 4
Extra Contingencies,	26 12 4
	310 12 8
	£2,588 8 7

	<i>Brought forward,</i>	£2,588 8 7
F.—CAPE ENRAGE Light Station,		
Keeper, J. Hennebury, Salary one year,	£100 0 0	
Contingencies,	21 4 8	
	<hr/>	121 4 8
G.—MACHIAS SEAL ISLANDS Light Station,		
Keeper, J. Conley, and Assistant, Salaries,	£166 0 0	
Contingencies,	77 4 1	
Extra Contingencies,	27 15 10	
	<hr/>	270 19 11
H.—HEAD HARBOUR Light Station,		
Keeper, W. J. Snell, Salary one year,	£100 0 0	
Contingencies,	19 11 3	
Extra Contingencies,	34 14 1	
	<hr/>	154 5 4
I.—SAINT ANDREWS Light Station,		
Keeper, G. Pendlebury, Salary,	£50 0 0	
Contingencies,	9 9 0	
Extra Contingencies,	1 5 0	
	<hr/>	60 14 0
Commission on Contingencies, £2,126 12 6, at 5 per cent.		100 6 7
		<hr/>
		£3,304 19 1
The Commissioners credit:—		
Balance in favor Province, November 1st 1857,	£268 5 6	
Cash received from the Provincial Treasurer at sundry times from December 3rd 1857, to October 26th 1858, as required for the service from the Light House Fund,—Salaries,	1,002 0 0	
Contingencies,	2,050 0 0	
	<hr/>	3,320 5 6
Balance favor Province,		<hr/> <hr/> £14 6 5

The Account is signed by Commissioners John Ward, Robert W. Crookshank, and I. Woodward.

No. 2. Is an Account of the Commissioners of Lights, Gulf of Saint Lawrence, with the Province for the year 1858, as follows:—

For Light on Point Escuminac.

Gilmour, Rankin & Co., Oil, Plate Glass, &c.	£99 4 6	
William Hay, Fuel, &c.	16 8 6	
W. P. Lewis, Pipes conducting smoke from Lights to Ventilator, &c.,	3 0 0	
W. J. Berton, $\frac{1}{4}$ gross Matches,	0 3 0	
W. J. Fraser, 17s. 9d.; Isaac Mathison, 17s. 6d. for Stove materials.	1 15 3	
Commission on Expenditure, 5 per cent. on £120 11 3,	6 0 6	
	<hr/>	£126 11 0

For Miscoc Light.

Gilmour, Rankin & Co., Oil and other supplies,	£70 6 8	
Commission, 5 per cent. on £70 6 8,	3 10 4	
	<hr/>	73 17 0

Total Expenditure in 1858 for support of both Lights, and due the Commissioners, £200 8 0

The Account is signed by Commissioners Kerr, Harley, and Hutchison; the expenditure is all receipted for excepting Gilmour, Rankin & Co's. Accounts.

J. R. PARTELOW, A. G.

PROVINCIAL PENITENTIARY.

*Report of the Commissioners of the Provincial Penitentiary, for the Year ending
31st October 1858.*

The Commissioners of the Provincial Penitentiary, in rendering the Accounts of that Institution for the past Fiscal Year, submit the following Report:—

No. 1. Is the Account of Expenditure and Receipts, the former classed under the following heads—

Balance due the Treasurer on 1st November 1857,	£354		4	4
Expense of maintaining the Institution,	£2,642		1	2
Add, proportion of Fuel for heating Prison and use of Keepers and Matron,	600		0	0
			3,242	1 2
Cost of Materials for manufacturing purposes, Tools, repairs on Machinery, Oil and Fuel,			2,754	8 2
Cost of erection of a Drying-house to replace the building destroyed by fire in January last,			148	8 3
Repairs on Buildings,			47	3 3
Debt remaining on 30th June last on Buildings for Keeper's Apartments and Hospital,			231	15 7
And amount to the sum of			£6,778	0 9

The Receipts have been derived from following sources:—

Warrants on Treasury,	£1,800		0	0
Subsistence of Military prisoners,			99	5 1
Amount of Sales of Prison manufactures,			2,914	9 8
From the Keeper for provender for his Horse for eighteen months,			37	10 0
Error in Account furnished 31st July last,			0	16 0
For 144 lbs. Bread, short delivered by Baker,			1	0 1

And amount to the sum of four thousand eight hundred and fifty three pounds and ten pence, leaving a balance due from the Province of nineteen hundred and twenty four pounds nineteen shillings and eleven pence.

No. 2. Is an Account showing the number of Prisoners admitted into and discharged from the Prison in the past year, with statistics of labour, and diets furnished.

The number of Male Prisoners admitted have been two hundred and twenty, against two hundred and six in the preceding year, being an increase of fourteen.

The number of females, fifty seven against eighty in the preceding year, being a decrease of twenty three.

The Male Prisoners have been employed in the following manner:—

14,303 days in manufacturing Brooms, Pails, Tubs, Brushes, and Clothes-pins for sale; 4,455 days general labour; 1,647 days Carpenter work in rebuilding Drying House and repairing Prison Buildings; 1,865 days in Tailoring, Shoemaking, and Smith work.

The Female Prisoners have been exclusively employed in culinary duties and manufacturing Prison clothing.

No. 3. Is an Account of Manufacturing Stock and Manufactured Articles on hand on 31st October, amounting to nineteen hundred and thirty eight pounds and four pence; the value is greater than at same period last year by three hundred and twenty three pounds sixteen shillings and four pence.

No. 4. Is an Account showing the net earnings of the Prisoners employed during the year in the Manufacturing Department, amounting to the sum of four hundred and eighty three pounds seventeen shillings and ten pence.

The amount realized from sales of Prison Manufactures during the year exceeds that of the former by the sum of two hundred and eleven pounds seven shillings and eight pence. The net earnings are less by the sum of two hundred and thirty five pounds seventeen shillings and three pence; this deficiency is attributable to the destruction of Stock in the building consumed by fire last January, and partly to the reduced prices obtained at the public sales in May and October, established this year for the first time with a view to prevent importations. This plan of disposing of the manufactures of the Prison will no doubt be much more successful when made continuous, and as increased demand is created by return of improvement in business generally.

The

		<i>Brought forward,</i>	£1,889	3 11	£6,778	0 9
1858.	Amount realized from sale of Prison Manufactures,—					
Jany. 31.	In Quarter ending this date,	£413	15	3		
April 30.	Do. do.	384	19	0		
July 31.	Do. do.	263	13	0		
	And by public sale,	898	11	7		
Oct. 31.	In Quarter ending this date,	261	19	3		
	And by public sale,	591	11	7		
					2,914	9 8
Mar. 13.	Diets of Men of Royal Artillery confined in Prison, omitted above under head of Military Prisoners,		10	1	2	
April 30.	One year's charge for maintaining Keeper's Horse to date,	£25	0	0		
Oct. 31.	Half year same to date,	12	10	0		
					37	10 0
	Error in a Voucher connected with Account No. 5, ...		0	16	0	
	From Contractor for baking, for Bread short delivered, ...		1	0	1	
					4,853	0 10
	Balance due from the Province,				£1,924	19 11

(E. E.)

JOHN WARD, *Chairman.**Saint John, October 31st, 1858.*

Samuel D. Berton maketh oath, that he is Secretary and Treasurer to the Commissioners of the Provincial Penitentiary, and that the annexed Account of Expenditure and Receipts for the Year ending 31st October last, is just and true to the best of his knowledge and belief.

SAM. D. BERTON.

Sworn before me this 24th day of December 1858.
L. H. DEVEBER, *J. P.*

Account showing the Net Amount gained by Prison Labour applied to Re-productive Manufactures, for the Year ending October 31, 1858.

1858.						
October 31.	For value of Stock on hand this date per Inventory annexed,				£1,938	0 4
	Amount realized from sale of Prison Manufactures in the Quarters ending 31st January,	£413	15	3		
	30th April,	384	19	0		
	31st July,	1,262	4	7		
	31st October,	853	10	10		
					£2,914	9 8
					£4,852	10 0
1858.	Deduct,—					
October 31.	Value of Stock on hand 31st October 1857, ...	£1,614	4	0		
	Amount of Expenditure in the year ending this date, in purchase of Manufacturing Stock, repairs on Machinery, Tools, and all incidental expenses connected with the Manufacturing Department:					
	In Quarter ending 31st January last,	613	17	8		
	“ “ 30th April,	471	7	6		
	“ “ 31st July,	651	9	3		
	“ “ 31st October,	872	12	0		
	Cost of Fuel for Steam Engine,	145	1	9		
					4,368	12 2
	Net amount earned,				£483	17 10

SAM. D. BERTON, *Secretary and Treasurer.**Saint John, October 31, 1858.*

Inventory of Manufacturing Stock and Manufactured Articles on hand on 31st Oct. 1858.

At the Penitentiary,—

100 M. sup. feet Pine Lumber for Pail and Tubmaking @ 70s.	£350	0	0	
30 M. sup. feet Birch Lumber for Broommaking, 50s.	75	0	0	
9 M. Broom Handles, 60s.	27	0	0	
400 lbs. No. 20 Iron Wire, 7d.	11	13	4	
82 " " 20 do Plated for Broommaking, 1s.	4	2	0	
20 " Brass Wire for Brushes, 1s. 6d.	1	10	0	
90 " First sort Bristles " 6s.	27	0	0	
90 " Okatka " " 10s.	45	0	0	
2 Bales Broom Corn, 500lbs. 9d.	11	5	0	
				552 10 4
100 Nests Tubs 6 each, 17s. 6d.	£87	10	0	
750 No. 1 " 62½ doz. 60s.	187	10	0	
300 " 2 " 25 " 50s.	62	10	0	
300 " 3 " 25 " 40s.	50	0	0	
500 " 4 " 41 8-12 doz. 30s.	62	10	0	
90 doz. Buckets, 16s. 3d.	73	2	6	
500 " Pails, 11s. 3d.	281	5	0	
70 " Half Pails, 10s.	35	0	0	
112 " No. 1 Brooms, 17s. 6d.	98	0	0	
296 " 2 " " 15s.	222	0	0	
236 " 3 " " 12s. 6d.	147	10	0	
255 " Clothes Pins, 1s. 6d.	1	11	10	
20 " No. 2. Scrub Brushes, 14s.	14	0	0	
				£1,322 9 4
Discount, 20 per cent.	264	9	10	
				£1,057 19 6

In Berton Brothers hands—

1½ doz. Brooms, @ 12s. 6d.	£0	18	0	
126 " Pails, 45 @ 10s., 56, 11s. 3d., 25, 16s. 3d.	74	6	3	
213½ " Scrub Brushes, 44½ @ 12s., 51 @ 14s., 118 @ 20s.,	180	8	0	
39½ " Black Lead Brushes, 12s.	23	14	0	
13 " Paint Brushes, 40s.	26	0	0	
9-12 " Counter Brushes, 20s.	0	15	0	
4-12 " Tanners " 60s.	1	0	0	
1 2-12 Cloth " 48s.	2	16	0	
5-12 Hair " 22s. 6d.	0	9	4	
1 5-12 Hat " 18s.	1	5	6	
1 3-12 Whitewash " 45s.	2	16	3	
3 doz. Horse " 26s.	3	18	0	
1 only Fuller's "	1	10	0	
85 gross Clothes Pins, @ 1s. 6d.	6	7	6	
29 Nests Tubs, 17s. 6d.	25	7	6	
129 only " 50 @ 30s., 30 @ 40s., 19 @ 50s., 30 @ 60s.,	22	14	2	
				£374 6 3
Deduct 12½ per cent.	46	15	9	
				£327 10 6
				£1,938 0 4

SAM. D. BERTON, *Secretary and Treasurer.*

Saint John, October 31, 1858.

Account showing the Numbers of Prisoners admitted into, and discharged from the Provincial Penitentiary during the year ending 31st October 1858, the number of Rations required, and Employment of the Prisoners for each Month.

MONTH.	MALES.				FEMALES.				EMPLOYMENT OF MALE PRISONERS.	EMPLOYMENT OF FEMALE PRISONERS.	
	In the Month.	Discharged in the Month.	In prison on last of Month.	Number of rations required.	In the Month.	Discharged in the Month.	In prison on last of Month.	Number of rations required.			
December,	71	30	16	85	2634	23	3	6	20	632	370 days general labor, 133 brushmaking, 540 tub and palm-making, 81 carpentry, 27 tailoring, 108 blacksmith and machinery work.
November,	61	29	12	71	1941	21	8	6	23	687	535 days general labor, 123 brushmaking, 125 broom-making, 500 tub and palm-making, 150 carpentry, 95 tailoring, 125 blacksmith and machinery work.
January,	85	37	13	97	2803	20	3	7	16	552	368 days general labor, 123 days brushmaking, 520 broom-making, 520 tub and palm-making, 78 carpentry, 28 days tailoring, 26 shoemaking, 96 blacksmith and machinery.
February,	97	11	19	89	2633	16	3	7	11	395	480 days general labor, 190 days brushmaking, 480 broom-making, 360 carpentry, 48 tub and palm-making, 24 tailoring, 24 shoemaking, 96 blacksmith work, &c.
March,	89	14	10	94	2793	12	3	3	12	394	540 days general labor, 135 brushmaking, 540 broom-making, 370 carpentry, 135 tub and palm-making, 27 tailoring, 108 blacksmith work, &c.
April,	84	13	18	79	2469	19	2	3	11	331	396 days general labor, 130 brushmaking, 500 broom-making, 780 palm-making, 104 carpentry, 36 tailoring, 20 shoemaking, 78 blacksmith and machinery.
May,	79	18	21	76	2340	11	3	5	9	293	367 days general labor, 104 brushmaking, 650 broom-making, 650 palm-making, 104 carpentry, 26 tailoring, 26 shoemaking, 104 blacksmith and machinery.
June,	70	16	14	78	2356	0	10	3	16	367	412 days general labor, 104 brushmaking, 595 broom-making, 595 palm-making, 104 carpentry, 59 shoemaking, 36 tailoring, 104 blacksmith and machinery.
July,	78	19	19	78	2533	16	8	3	21	596	309 days general labor, 108 days brushmaking, 675 broom-making, 675 palm-making, 142 carpentry, 54 shoemaking, 54 tailoring, 108 blacksmith and machinery.
August,	78	19	17	80	2424	21	3	4	20	621	310 days general labor, 130 brushmaking, 650 broom-making, 72 carpentry, 650 palm and tub-making, 26 shoemaking, 26 tailoring, 78 blacksmith and machinery.
September,	80	13	20	73	2254	20	7	8	19	498	114 days general labor, 130 days brushmaking, 650 broom-making, 650 palm-making, 104 carpentry, 50 shoemaking, 26 tailoring, 104 blacksmith and machinery.
October,	73	18	0	62	2410	19	4	8	15	483	354 days general labor, 104 brushmaking, 650 broom-making, 650 palm-making, 78 carpentry, 26 shoemaking, 26 tailoring, 104 blacksmith and machinery.

By order of the Board.

JOHN WARD, Chairman.

Samuel D. Berton maketh oath that he is Secretary and Treasurer of the Provincial Penitentiary, that the within Account is made up from the Returns of the Keeper, and is true to the best of his knowledge and belief.

SAM. D. BERTON.

Sworn before me this 24th day of December, 1858.

L. H. DEVEBER, J. P.

Report upon the Accounts of the Commissioners of the Provincial Penitentiary for the Fiscal Year ending 31st October 1858.

Nos. 1-1 to 1-4. Are four detailed Quarterly Accounts of disbursements made on account of the Institution during the Fiscal Year ending 31st October 1858, viz:—

Maintenance, Salaries, Contingencies,	£3,242	1	2
Materials for manufacturing purposes,	2,754	8	2
Drying House and Prison Buildings,	195	11	6
	<u>£6,192</u>	<u>0</u>	<u>10</u>

Nos. 2-1 to 2-4. Are four Quarterly Accounts Current for the same year, viz:—

Over-expended, as per Report, 1857, ...	£354	4	4
Do. new Buildings Account, ...	231	15	7
		<u>585</u>	<u>19 11</u>
Gross Expenditure, 1858, to 31st October, ...		6,192	0 10
		<u>£6,778</u>	<u>0 9</u>

Credit is given for—

Warrants on Treasury in 1858, ...	£1,800	0	0
Net proceeds sales of articles of Prison manufacture, ...	2,914	9	8
Diets of Military Convicts, ...	99	5	1
Amount received from Keeper for maintenance of his horse for eighteen months, ...	37	10	0
From Bread Contractor, for Bread short delivered, ...	1	0	1
Error in D. B. Raymond's Account of Lumber, ...	0	16	0
		<u>4,853</u>	<u>0 10</u>

Over-expenditure to 31st October 1858, ... £1,924 19 11

Nos. 3-1 to 3-4. Are four detailed Quarterly Accounts Sales of Brooms, Pails, Brushes, &c., during the year ending the 31st day of October 1858, and shewing the quantity on hand, both at the commencement and at the close of the year.

Nos. 4-1 to 4-12. Are the Monthly Reports of the Keeper for the same period, containing the Dietary of the Prison in a tabular shape, the diurnal employment of the Prisoners, and statement of the proceedings of the Institution for twelve months. From these Reports the number of Prisoners on the 1st November 1857, was 82, and on the 31st October 1858, it was 97.

Nos. 5-1 to 5-4. Are Reports of the Local Auditor, I. Woodward, upon all Accounts connected with the Expenditure and Income of the Institution for the Fiscal Year ending the 31st October 1858.

The Accounts are correctly made up and vouched, and a General Annual Account and Report from the Commissioners for the year 1858 has been received, and accompanies this Report.

J. R. PARTELOW, *Aud. Gen.*

PROVINCIAL LUNATIC ASYLUM.

Provincial Lunatic Asylum in Account with the Commissioners for the Year ending 31st Oct. 1858.

Dr.

Over-expenditure, 1857,	£53	17	3
For Amount of Expenditure for the Quarter ending 31st January,	1,250	4	4
Do. do. do. 30th April,	1,270	5	4
Do. do. do. 31st July,	1,069	12	0
Do. do. do. 31st October,	1,149	4	0
	£4,793	2	11

1858.

Cr.

Jan. 27.	Treasury Warrants, No. 127,	£1,000	0	0
April 30.	Do. 226,	1,000	0	0
July	Do. 364,	1,000	0	0
Oct.	Do. 448,	1,000	0	0
		£4,000	0	0
Jan.	Cash for Turnips, 5s., Hides, 39s. 7d.	£2	4	7
July	Miss Mills' Funeral expenses,	1	10	0
	Cash for Oats, 20s., do. do. 9s.	1	9	0
	Cash for Coal dust,	0	10	0
		5	13	7
Cash from paying Patients, first Quarter,	£162	11	3	
Do. do. second Quarter,	139	15	4	
Do. do. third Quarter,	236	7	0	
Do. do. fourth Quarter,	160	19	9	
		699	13	4
Cash for Clothing, &c. to Patients, first Quarter,	£1	13	0	
Do. do. second Quarter,	1	8	3	
Do. do. third Quarter,	2	19	8	
Do. do. fourth Quarter,	4	13	7	
		10	14	6
Balance stated 31st January 1858,	£137	12	9	
Revised in Account 31st April 1858,	137	8	8	
		0	4	1
Balance due Commissioners, 31st October 1858,	76	17	5	
	£4,793	2	11	

St. John, N. B., 31st October, 1858.

CHARLES WARD, *Secretary to Commissioners.*

We, the Commissioners of the Provincial Lunatic Asylum, do certify that the foregoing stated Account is correct and true, to the best of our knowledge and belief.

JOHN WARD,
WM. OLIVE,
ROBERT F. HAZEN,
JOHN DUNCAN,
PETER BESNARD, } *Commissioners of
the Provincial
Lunatic Asylum.*

Classification of the Total Expenditure of the Provincial Lunatic Asylum for the Year ending 31st October 1858.

EXPENDITURE.	Food.	Clothing, &c.	Furniture and Furnish'g	Salaries.	Fuel.	Farm Expenses	Repairs.	Not Classified	Fire Insurance.	TOTAL.
Quarter ending 31st Jan.	£529 9 2	199 3 11	61 18 5	289 16 3	4 5 0	24 15 7	39 11 4	54 9 8	46 15 0	1,250 4 4
Do. ending 30th Apr.	504 12 6	51 8 5	58 6 6	288 17 10	149 6 9	70 2 10	103 4 7	44 5 11	....	1,270 5 4
Do. ending 31st July,	524 1 0	69 19 3	60 10 6	288 3 1	....	59 17 11	17 13 9	49 6 6	....	1,069 12 0
Do. ending 31st Oct.	498 13 6	83 13 7	26 4 7	279 1 9	85 16 8	31 4 3	114 3 2	30 5 6	....	1,149 4 0
	£2,066 16 2	404 5 2	207 0 0	1,145 18 11	239 8 5	186 0 7	274 12 10	178 7 7	46 15 0	4,739 5 8

The estimated value of the Crops for the year 1858, was

The amount received from paying Patients during the same period, was £699 13 4

The above Accounts are correctly made up and vouched:

BOARD OF HEALTH.

Report upon the Accounts of the Chairman of the Board of Health, Saint John, for the Fiscal Year 1858.

GENERAL EXPENSES OF THE BOARD.

Salary of Inspector at 5s. per diem,	£91	5	0	
Do. Vaccinating Surgeon,	20	0	0	
Contingencies,	23	11	8	
				£134 16 8

QUARANTINE STATION.

Boatman and Keeper of Public Buildings, 1 year's salary, £100	0	0		
Superintendent, ½ year's salary,	25	0	0	
Nurse, for Board and attendance,	13	12	6	
Insurance, Repairs, Contingencies,	61	15	6	
				200 8 0
Repaid into Treasury,				175 0 0
				£510 4 8

The Chairman credits—

In hand 1st November 1857,	£52	3	6	
Received from Treasury during the year, Warrants 24, 124, 258, 324, and 459,	450	0	0	
Fines imposed and collected,	8	10	0	
				510 13 6
Balance in hand,				£0 8 10

The Accounts are in detail, vouched and correct, they are signed by John Ansley, Clerk, and countersigned by W. Bayard, Chairman.

J. R. PARTELOW, A. G.

TRACADIE LAZARETTO.

Report upon the Account of the Honorable James Davidson, Secretary and Treasurer of the Board of Health, for the Counties of Gloucester and Northumberland.

Over-expenditure, 1857,	£8	8	7½	
Expenditure, and 5 per cent. Commission, 1858,	680	15	9½	
				£689 4 5
By Warrants on the Treasury, 1858,	£700	0	0	
Articles sold,	2	18	4	
				702 18 4
Balance in hands of Treasurer,				£13 13 11

The Account is rendered in detail, vouched and sworn to.

J. R. PARTELOW, A. G.

QUEEN'S PRINTER.

Report upon the Accounts of John Simpson, Esquire, Queen's Printer, with the Province, for the Fiscal Year, ending 31st October, 1858.

No. 1. Is Mr. Simpson's Account for Printing for the Government of New Brunswick, comprising extra Gazettes, Parchment Commissions, Acts of Legislature, Reports, Royal Gazettes, &c., for the year, amounting to	£504 12 11
No. 2. Is his Account for Advertising in Royal Gazette Provincial Appointments, Government Notices, Proclamations, Circulars, Supreme Court Notices, Acts of Legislature, Bye Roads, Orders Queen in Council, &c., for the same period, amounting to	200 11 3
No. 3. Is his Account for Printing Speeches, Bills, Daily and Revised Journals, Appendices and Index to same, &c., for the Legislative Council for the same period, amounting to	377 17 8
No. 4. Is his Account for Printing Addresses, Bills, Reports, Bye Road Slips, Daily Journals, with Appendix and Index, &c., for the House of Assembly for the same period, amounting to	1,041 12 3
No. 5. Is his Account for Printing and Stationery for the Provincial Secretary's Office for the same period, amounting to	52 5 0
No. 6. Is his Account for Printing, &c., for the Auditor General's Office for the same period, amounting to	179 18 9
No. 7. Is his Account for Printing, &c., for the Board of Education for the same period, amounting to	222 7 9
No. 8. Is his Account for Printing, &c., for the Board of Works for the same period, amounting to	74 10 8
	£2,653 16 3
He has received on Account—	
Warrant No. 474, of 1858,	1,500 0 0
Balance,	£1,153 16 3

The Accounts are correctly made up, and may be classed as follows :—

No. 1. Printing, &c. for the Government,—	
1,250 copies Acts of the Legislature, Index, &c. Session 1858,	£100 0 0
821 copies Royal Gazette for Magistrates, Clerks of the Peace, &c.	362 2 6
Extra Gazettes, Bye Road Commissioners, &c.	41 10 5
	£504 12 11
No. 2. Publications in the Royal Gazette,—	
Acts of the Legislature,	£101 15 0
Bye Roads and Commissioners,	39 5 0
Government Notices and Appointments, Orders in Council, Proclamations, Law Notices, &c.	59 11 3
	200 11 3
No. 3. Printing, &c. for the Legislative Council,—	
300 copies Council Daily Journal,	£120 0 0
300 copies Assembly Journals,	90 0 0
150 " Revised Journals, Appendices, and Index,	156 2 8
Miscellaneous Printing, Stationery,	11 15 0
	377 17 8
<i>Carried forward,</i>	£1,083 1 10

	<i>Brought forward,</i>	£1,083 1 10
No. 4. Printing for the House of Assembly,—		
1,500 copies Daily Journals, - - - - -	£550 0 0	
261 copies Appendix, - - - - -	394 13 4	
241 " Index, - - - - -	37 6 8	
Bye Roads, Speeches, Addresses, Reports, Bills, &c. - -	59 12 3	
	<hr/>	1,041 12 3
No. 5. Provincial Secretary's Office,—		
Parchment and other Grants, - - - - -	£13 10 0	
Marriage Licences and Bonds, - - - - -	10 0 0	
Teacher's Returns, Schedules, and Warrants, - - -	12 15 0	
Commissions, Bonds, Warrants, &c. - - - - -	16 0 0	
	<hr/>	52 5 0
No. 6. Auditor General's Office,—		
300 copies Report on Public Accounts, - - - - -	£176 12 6	
Blank Circulars and Warrants, - - - - -	3 6 3	
	<hr/>	179 18 9
No. 7. Board of Education,—		
1,250 copies Parish School Act, - - - - -	£12 2 6	
1,250 copies School Report, - - - - -	67 15 0	
20 reams Forms Teachers' Returns, - - - - -	58 15 0	
Circulars, Schedules, Catalogues, Inspectors' Returns, Notices in Gazette, &c. - - - - -	83 15 3	
	<hr/>	222 7 9
No. 8. Board of Works,—		
1000 copies Report of Chief Commissioner, - - - -	£72 16 8	
Bonds, Checks, Tenders, - - - - -	1 14 0	
	<hr/>	74 10 8
		<hr/> <hr/>
		£2,653 16 3

J. R. PARTELOW, *Aud. Gen.*

BOARD OF WORKS.

**Statement shewing the whole amount paid by the Board of Public Works
From 1st November 1857, to the 31st October 1858; also, of Warrants on the Provincial
Treasurer, and other Sums received within the same period.**

Payments on account of Great Road Service, as follows:—

Great Bridges—

Grand Falls,	£3,302	8	6	Dow's Brook,	£150	0	0
Sullivan Creek,	71	1	6	Negro Brook,	45	0	0
Hampton Ferry,	635	12	4	Johnson's Cove,	73	0	0
Sackville,	1,761	6	3	Magagnadavic,	0	5	0
Digdeguash,	208	14	9	Wheeler's,	12	13	4
Bellisle,	328	18	5	Peabody's,	38	4	6
Long's Creek,	582	12	10	Lower Trout Brook,	25	0	0
Oromocto,	161	18	0	Louison,	42	13	6
S. W. Oromocto,	510	10	0				
							£7,949 18 11

Special Expenditures—

Barry, T.	£26	10	0	Kilburn, J.	£11	15	0
Craig, Wm.	5	0	0	Kierstead, J. T.	2	12	6
Debec, Enoch	0	5	0	Lemont, M.	1	7	11
Garbutt, Henry	50	0	0	Marshall, J.	1	15	0
Kitchen, G.	28	0	0	Nevers, G. C.	5	0	0
Killeen, T.	10	7	9	Parker, W.	30	0	6
Ketchum, J.	2	5	8				174 18 10

Balances due Supervisors for Expenditures prior to, but paid in 1858—

Gault, J.	£100	0	0	Rourk, W. H.	£4	0	0
Elliot, F.	5	17	9	Rainsford, L. B.	7	10	2
M'Lean, A.	81	4	2	Scott, N.	4	12	6
M'Allister, A.	4	16	3				208 0 10

Payments to Supervisors, viz.—

Armstrong, J.	£100	0	0	Hazen, C.	£140	0	0
Burpee, I. C.	125	0	0	Hitchings, H.	50	0	0
Burpee, J.	230	0	0	Jordan, J. Jun.	605	0	0
Burnett, G.	245	0	0	Kelly, W. M.	687	17	9
Curry, G. W.	650	0	0	Kilburn, J.	110	0	0
Charters, S. C.	400	0	0	Moore, G.	100	0	0
Covert, J. S.	262	15	6	Morton, G. A.	420	0	0
Crocker, R.	500	0	0	Menzies, A.	85	0	0
Cotterell, T.	25	0	0	M'Clelan, T.	275	0	0
Campbell, D. B.	75	0	0	M'Millan, J. Sen.	250	0	0
Dow, Asa	203	0	0	M'Callum, H.	150	0	0
Davidson, A.	516	13	8	M'Callum, A.	100	0	0
M'Dougal, A. K.	200	0	0	Nase, P. Jun.	222	16	0
Fitzgerald, W.	225	0	0	Oulton, G.	150	0	0
Fournier, F.	200	0	0	Pratt, J.	165	0	0
Grimmer, J.	175	0	0	Piers, H.	75	0	0
Gibson, A.	150	0	0	Robertson, J.	100	0	0
Gallop, A.	258	12	9	Reed, J. A.	150	0	0
Gross, S.	200	0	0	Welling, J.	215	0	0
Gervin, T.	150	0	0	Wilson, G.	780	0	0
Hatheway, G. L.	160	0	0				9,881 15 8

Total Great Road payments,

£18,214 14 3

	<i>Brought forward,</i>	£18,214 14 3
Payments on account of Public Buildings in Fredericton—		
Government House,	£352 1 2	
Public Buildings and Public Offices,	249 13 10	
	<hr/>	601 15 0
T. Williams, balance to 1st Feb'y. 1858,	£22 0 0	
and advanced on this year,	42 10 9—	64 10 9
Edward O'Brien, Usher of Superior Courts, .. .. .	.. .. .	17 10 0
Hospital Island, .. .. .	.. .. .	7 10 0
Printing and Binding, .. .. .	.. .. .	27 13 5
Paid Estate of Andrew Gregg, an old claim, under an Order in Council,	.. .. .	106 4 4
Advanced to T. T. V. Smith, .. .. .	.. .. .	10 0 0
Miscou Light House, .. .. .	.. .. .	129 6 8
Travelling expenses of Board, .. .. .	.. .. .	108 3 0
Advanced to Mr. Brown, .. .. .	.. .. .	25 0 0
Office Contingencies, .. .. .	.. .. .	28 1 8
Salaries, .. .. .	.. .. .	343 15 0
	<hr/>	£19,684 4 1

Inland Navigation—

Expended in Repairing and Working the Dredge,	£1,039 8 7	
S. W. Miramichi, by R. Swim,	67 4 0	
Miramichi Harbour,	1 0 0	
St. John River, by T. Miller,	94 15 1	
do. do. Jared Ingraham,	100 0 0—	1,302 7 8
	<hr/>	£20,986 11 9

By the undermentioned Warrants on Provincial Treasurer—

No. 35 and 38, £500 each,	£1,000 0 0	
" 45, 117, 118, 181, 213, 268, 281,		
292, 329, 330, 340, 360, 373, 391,		
396, 401, 414, 430, and 455,		
(say 19) each £1,000,	19,000 0 0	
And Warrant 432,	£900 0 0	
Less, undrawn,	494 0 1—	405 19 11
	<hr/>	£20,405 19 11
Balance remaining in Treasury last year,	480 0 0	
Balance due Central Bank,	1 7 0	
Received for old Pile Driver,	£25 0 0	
Old Furniture, &c. from Gov. House, sold		
by T. R. Barker,	2 2 0	
Received from J. Adams, use of Dredge,	26 19 8	
" J. A. Maclauchlan, Esq.	45 3 2—	99 4 10
	<hr/>	£20,986 11 9

Office Public Works, 31st October, 1858.

ASA COY, Secretary.

Inspected—J. R. PARTELOW.

The Chief Commissioner of Public Works credits this sum received from the Treasury in 1858, on Warrants issued in that year, £20,405 19 11

I have debited Public Works the following additional Warrants, Series of 1858:—

No. 4 and 340-4, Coal for Government House	£221 16 3	
and Public Departments,		
" 132-3, 248-3, 388-3, Chief Commissioner's		
Salary, three Quarters,	450 0 0	
" 210, Breakwater, St. John,	500 0 0	
" 282, Memel Bridge,	100 0 0	
" 458, Steam Tug, improving Miramichi River,	100 0 0—	1,371 16 3

Carried forward,

£21,777 16

	<i>Brought forward,</i>	£21,777 16 2
Part of Warrant, No. 482, checked out by Chief Commissioner, Nov. 4th, 1858, introduced by the Treasurer in the 1858 Accounts,	£17 10 0	
Balance of Warrant, No. 482, not paid in 1858, vide Report, page 30,	476 10 1	
	<u> </u>	494 0 1
		<u>£22,271 16 3</u>

Warrants of 1858 charged to Public Works, Report, page 31.

J. R. PARTELOW, A. G.

GREAT ROADS.

REPORT ON ACCOUNTS FURNISHED BY SUPERVISORS OF GREAT ROADS

No. 1. JOHN ARMSTRONG.

Grant 1858,	£100 0 0
Expenditure and Commission,— Gagetown to Nerepis,	<u>100 0 0</u>

No. 2. ISAAC C. BURPEE.

Unexpended 1857,	£3 4 6
Grant 1858,	125 0 0
	<u> </u>
Expenditure and Commission,— Barker's landing towards Richibucto,	181 10 7
	<u> </u>
Over-expended,	<u>£3 6 1</u>

No. 3. JAMES BURPEE.

Grant 1858,	£230 0 0
Expenditure,— From Tilley's landing to Little River Mills,	£122 14 4½
Barker's landing to Queen's Co. Line,	88 6 7½
Commission on £230,	23 0 0
	<u> </u>
	234 1 0
Over-expended,	<u>£4 1 0</u>

No. 4. GEORGE BURNETT.

Unexpended 1857,	£1 5 11
From Board of Works, 1858— Hampton to St. John,	£215 0 0
" Bellisle,	30 0 0
	<u> </u>
	245 0 0
Expenditure and Commission,— Hampton to St. John,	£227 8 7
" Bellisle,	29 16 2
	<u> </u>
	257 4 9
Over-expended,	<u>£10 18 10</u>

No. 5. GEORGE W. CURRY.

Unexpended 1857, - - - - -	£37 1 1	
Grant 1858, - - - - -	650 0 0	
	<u> </u>	£687 1 1
Expenditure and Commission,—		
Below Grand Falls, - - - - -	£190 0 0	
Above do. - - - - -	374 12 6	
Pickard's Store to American Boundary, - - - - -	75 4 3	
Grand Falls to American Boundary, - - - - -	25 0 0	
	<u> </u>	664 16 9
Short-expended, - - - - -	- - - - -	<u>£22 4 4</u>

No. 6. SILAS C. CHARTERS.

Unexpended 1857, - - - - -	£7 13 10	
Grant 1858, - - - - -	400 0 0	
	<u> </u>	£407 13 11
Expenditure and Commission,—		
Hayward's Mills to Nova Scotia Line, - - - - -	- - - - -	411 13 2
Over-expended, - - - - -	- - - - -	<u>£3 19 3</u>

No. 7. JOHN S. COVERT.

Unexpended 1857, - - - - -	£2 0 3	
Grant 1858, - - - - -	262 15 6	
	<u> </u>	£264 15 9
Expenditure and Commission,—		
Fredericton to Jemseg, - - - - -	- - - - -	273 1 1
Over-expended, - - - - -	- - - - -	<u>£8 5 4</u>

No. 8. ROWLAND CROCKER.

Grant 1858, - - - - -	- - - - -	£500 0 0
Expenditure and Commission,—		
Boiestown to Newcastle, - - - - -	£516 12 11½	
Over-expended 1857, - - - - -	13 7 0	
	<u> </u>	529 19 11½
Over-expended, - - - - -	- - - - -	<u>£29 19 11½</u>

No. 9. THOMAS COTTERELL.

Grant 1858, - - - - -	- - - - -	£25 0 0
Over-expended 1857, - - - - -	£7 6 6	
Expenditure and Commission,	16 14 8½	
Waweig to Saint Stephen, - - - - -	4 1 2½	
	<u> </u>	24 1 2½
Unexpended, - - - - -	- - - - -	<u>£0 18 9½</u>

No. 10. D. B. CAMPBELL.

Unexpended 1857, - - - - -	£2 8 0	
Grant 1858, - - - - -	75 0 0	
	<u> </u>	£77 8 0
Expenditure and Commission,—		
Sussex Vale to Upham - - - - -	- - - - -	72 4 10
Unexpended, - - - - -	- - - - -	<u>£5 3 2</u>

No. 11. ASA DOW.

Unexpended 1857, - - - - -	£12 10 2	
Grant 1858, - - - - -	203 0 0	
	<u> </u>	£215 10 2

Carried forward,

	<i>Brought forward,</i>	£215 10 2
Expenditure,—		
Woodstock to Houlton, and Buttermilk Creek to American Boundary,	£14 11 8	
Fredericton to Eel River,	88 0 0	
Eel River to Digdeguash,	107 13 5	
Commission on £203,	20 6 0	
	<hr/>	230 11 1
Over-expended,	-	<hr/> <hr/> £15 0 11
No. 12. Late ALEXANDER DAVIDSON.		
Received from Board of Works 1858,	-	£516 13 8
Over-expended, 1857,	£361 19 11	
Commission allowed,	29 13 9	
Transferred to A. M'Dougall,	125 0 0	
	<hr/>	<hr/> <hr/> £516 13 8
No. 13. ALEX. K. M'DOUGALL.		
Received from Board of Works 1858,	£200 0 0	
do. Alex. Davidson,	125 0 0	
	<hr/>	£325 0 0
Expenditure and Commission,—		
Miramichi to Pokemouche,	-	373 2 2½
	<hr/>	<hr/> <hr/> £48 2 2½
No. 14. FRANCIS ELLIOT.		
Unexpended 1857,	£8 3 5	
Received from Board of Works 1858,	5 17 9	
	<hr/>	£14 1 2
Amount allowed by Chief Commissioner of Works on Settlement in full,	-	<hr/> <hr/> £14 1 2
No. 15. WILLIAM FITZGERALD.		
Grant 1858,	-	£225 0 0
Expenditure and Commission,—		
Shediac to Richibucto,	-	£225 0 0
	<hr/>	<hr/> <hr/> £225 0 0
No. 16. FLORENT FOURNIER.		
Grant 1858,	-	£200 0 0
Expenditure and Commission,—		
Little Falls to St. Francis,	£132 14 6	
do. Canada Line,	62 18 8	
	<hr/>	195 13 2
Unexpended,	-	<hr/> <hr/> £4 6 10
No. 17. JOHN GRIMMER.		
Unexpended 1857,	£28 6 0	
Grant 1858,	175 0 0	
	<hr/>	£203 6 0
Expenditure and Commission,—		
St. Stephen to Fredericton,	-	£204 10 7
	<hr/>	<hr/> <hr/> £1 4 7
No. 18. ALEXANDER GIBSON.		
Grant 1858,	-	£150 0 0
Expenditure and Commission,—		
Woodstock to Houlton,	£75 0 0	
Eel River to Meduxnakik,	75 0 0	
	<hr/>	<hr/> <hr/> £150 0 0

No. 19. JAMES GAULT.		
Grant 1858,	- - - - -	£100 0 0
Accounted for in Great Road Report 1858, No. 19,	- - - - -	107 9 11
		<hr/>
Over-expenditure, as per said Report,	-	£7 9 11
		<hr/>
No. 20. AMOS GALLOP.		
Grant 1858,	- - - - -	£258 12 9
Over-expended 1857,	- - - - -	£8 12 9
Expenditure and Commission,—		
Woodstock to DeChute,	- - - - -	180 17 11
Buttermilk Creek to American Boundary,	- - - - -	106 8 0
Commission on £258 12 9,	- - - - -	25 17 3
		<hr/>
		321 15 11
		<hr/>
Over-expended,	- - - - -	£63 3 2
		<hr/>
No. 21. SAMUEL GROSS.		
Grant 1858,	- - - - -	£200 0 0
Expenditure and Commission,—		
Salisbury to the Court House, Hopewell,	- - - - -	£200 0 0
		<hr/>
No. 22. THOMAS GIRVEN.		
Grant 1858,	- - - - -	£150 0 0
Expenditure and Commission,—		
Richibucto to Queen's County Line,	- - - - -	£150 0 0
		<hr/>
No. 23. GEORGE L. HATHEWAY.		
Grant 1858,	- - - - -	£160 0 0
Over-expended 1857,	- - - - -	£2 17 0
Expenditure and Commission,—		
Fredericton to Boiestown,	- - - - -	148 2 10
		<hr/>
		150 19 10
		<hr/>
Short-expended,	- - - - -	£9 0 2
		<hr/>
No. 24. HENRY HITCHINGS.		
Unexpended 1857,	- - - - -	£0 10 0
Grant 1858,	- - - - -	50 0 0
		<hr/>
		£50 10 0
Expenditure and Commission,—		
Saint Andrews to Fredericton,	- - - - -	£50 10 0
		<hr/>
No. 25. CHARLES HAZEN.		
Grant 1858,	- - - - -	£140 0 0
Expenditure and Commission,—		
Nerepis Road,	- - - - -	150 0 0
		<hr/>
Over-expended,	- - - - -	£10 0 0
		<hr/>
No. 26. JOHN JORDAN, JUNIOR.		
Due by Supervisor from 1857,	- - - - -	£7 2 7
Grant 1858,	- - - - -	605 0 0
		<hr/>
		£612 2 7
Expenditure and Commission,—		
Quaco to Tisdale's Farm,	- - - - -	£135 12 11
Road to Albert,	- - - - -	237 4 1
From Tisdale's Farm to the Aboideau,	- - - - -	242 18 7
		<hr/>
		615 15 7
		<hr/>
Over-expended,	- - - - -	£3 13 0
		<hr/>

No. 27. WILLIAM M. KELLEY.

Grant 1858,	-	-	-	-	-	£687 17 9
Due Supervisor from 1857,	-	-	-	-	£104 9 1	
Expenditure and Commission,—						
Newcastle to Tabusintac,	-	-	-	-	390 10 0	
Chatham to Richibucto,	-	-	-	-	241 8 3	
					<u>736 7 4</u>	
Over-expended,	-	-	-	-		<u>£48 9 7</u>

No. 28. ISAAC KILBURN.

Grant 1858,	-	-	-	-	-	£110 0 0
Expenditure and Commission,—						
Fredericton to Magaguadavic,	-	-	-	-	-	106 13 3
						<u>£3 6 9</u>

No. 29. GEORGE MOORE.

Unexpended 1857,	-	-	-	-	£0 16 1	
Grant 1858,	-	-	-	-	100 0 0	
					<u>£100 16 1</u>	
Expenditure and Commission,—						
Saint Stephen to Dead Water Brook,	-	-	-	-	-	<u>£100 16 1</u>

No. 30. GEORGE A. MORTON.

Grant 1858,	-	-	-	-	-	£420 0 0
Over-expended 1857,	-	-	-	-	£18 6 5	
Expenditure, and Commission on £400,—						
Hampton Ferry to Hayward's Mills,	-	-	-	-	396 5 4	
					<u>414 11 9</u>	
Short-expended,	-	-	-	-		<u>£5 8 3</u>

No. 31. ARCHIBALD MENZIES.

Grant 1858,	-	-	-	-	-	£85 0 0
Expenditure and Commission,—						
Saint John to Le Preau,	-	-	-	-	-	85 6 3
						<u>£0 6 3</u>

No. 32. ARCHIBALD M'LEAN.

Grant 1858,	-	-	-	-	-	£81 4 2
Over-expended 1857,	-	-	-	-	£78 1 10	
Commission-allowed,	-	-	-	-	8 2 4	
					<u>£81 4 2</u>	

No. 33. THOMAS M'CLELLAN.

Unexpended 1857,	-	-	-	-	£3 18 9	
Grant 1858,	-	-	-	-	275 0 0	
					<u>£278 18 9</u>	
Expenditure,—						
Hopewell to King's County Line,	-	-	-	-	£161 9 0	
Court House to Frederick Stiles',	-	-	-	-	82 3 6	
Commission on £275,	-	-	-	-	27 10 0	
					<u>271 2 6</u>	
Short-expended,	-	-	-	-		<u>£7 16 3</u>

No. 34. ARCHIBALD M'ALLISTER.

Received from Board of Works, 1858,	-	-	-	-	-	£4 16 3
Over-expended 1857,	-	-	-	-	-	4 17 0
						<u>£0 0 9</u>

No. 35. HUGH M'CALLUM.			
Grant 1858,	-	-	£150 0 0
Expenditure and Commission,— Le Preau to Saint Andrews,	-	-	155 6 7
Over-expended,	-	-	<u>£5 6 7</u>
No. 36. ARCHIBALD M'CALLUM.			
Unexpended 1857,	-	-	£4 15 10
Grant 1858,	-	-	100 0 0
			<u>£104 15 10</u>
Expenditure and Commission,— Roix Road,	-	-	103 1 0
Unexpended,	-	-	<u>£1 14 10</u>
No. 37. PHILIP NASE, JUN.			
Grant 1858,	-	-	£222 16 0
Over-expended 1857,	-	-	£27 16 0
Expenditure and Commission,— On Nerepis Road,	-	-	195 0 0
			<u>£222 16 0</u>
No. 38. GEORGE OULTON.			
Unexpended 1857,	-	-	£4 0 11
Grant 1858,	-	-	150 0 0
			<u>£154 0 11</u>
Expenditure and Commission,— From Cole's Island to Carpenter's,	-	-	149 7 3
Unexpended,	-	-	<u>£4 13 8</u>
No. 39. JAMES PRATT.			
Grant 1858,	-	-	£165 0 0
Over-expended 1857,	-	-	£24 13 0
Expenditure 1858,— Magaguadavic to Trout Brook, Commission on £140 7s.,	-	-	125 8 3 14 0 9—
			164 2 0
Unexpended,	-	-	<u>£0 18 0</u>
No. 40. HENRY PIERS.			
Grant 1858,	-	-	£75 0 0
Expenditure, and Commission on £75,	-	-	66 6 9
Unexpended,	-	-	<u>£8 13 3</u>
No. 41. JOHN ROBERTSON.			
Grant 1858,	-	-	£100 0 0
Over-expended 1857,	-	-	£0 0 11
Expenditure and Commission,— Jemseg to Finger Board,	-	-	103 3 7
			<u>103 4 6</u>
Over-expended,	-	-	<u>£3 4 6</u>
No. 42. JOHN A. REID.			
Unexpended 1857,	-	-	£0 2 10
Grant 1858,	-	-	150 0 0
			<u>£150 2 10</u>
Expenditure and Commission,— Frederick Styles' to Point Wolf,	-	-	151 0 3
Over-expended,	-	-	<u>£0 17 5</u>

No. 43. JOHN WELLING.

Unexpended 1857, - - - - -	£3 7 3	
Grant 1858, - - - - -	215 0 0	
		<u>£218 7 3</u>
Expenditure and Commission,—		
Dorchester to Shediac, - - - - -	£177 18 6	
Shediac to the Bend, - - - - -	40 0 9	
		<u>217 19 3</u>
Unexpended, - - - - -	- - - - -	<u>£0 8 0</u>

No. 44. GEORGE WILSON.

Unexpended 1857, - - - - -	£3 15 9	
Grant 1858, - - - - -	780 0 0	
		<u>£783 15 9</u>
Expenditure and Commission,—		
Bathurst to Belledune, - - - - -	- - - - -	<u>777 10 9</u>
Unexpended, - - - - -	- - - - -	<u>£6 5 0</u>

No. 45. JOHN M'MILLAN.

Grant 1858, - - - - -	- - - - -	<u>£250 0 0</u>
Expenditure and Commission,—		
Belledune to Mrs. Kettle's, - - - - -	- - - - -	<u>246 14 7</u>
Unexpended, - - - - -	- - - - -	<u>£3 5 5</u>

J. R. PARTELOW, *Aud. Gen.*

SPECIAL SERVICES.

REPORT ON ACCOUNTS FURNISHED FOR CERTAIN SPECIAL SERVICES.

1. ROBERT SWIM.

Grant 1858—Improving the Navigation of the S. W. Miramichi, - - - - -	- - - - -	£67 4 0
Over-expended 1857, - - - - -	£17 4 0	
Expenditure and Commission, 1858, - - - - -	23 6 2½	
		<u>40 10 2½</u>
Short-expended, - - - - -	- - - - -	<u>£26 13 9½</u>

Mr. Swim annexes a Voucher for £2 17 8, in payment of work done in 1855, which is not charged in the Account.

2. JARED INGRAHAM.

Unexpended 1857, - - - - -	£33 9 0	
Grant 1858—Improving Towing Path on River St. John, - - - - -	100 0 0	
		<u>£133 9 0</u>
Expenditure, and personal services, - - - - -	- - - - -	<u>138 18 9</u>
Over-expended, - - - - -	- - - - -	<u>£5 4 9</u>

3. THOMAS MILLER.

Grant 1858—Improving Towing Path on the River St. John,	-	-	£94 15 1
Over-expended 1857,	-	£44 15 1	
Expenditure, and personal services,	-	122 5 4	
			<u>167 0 5</u>
Over-expended,	-	-	<u>£72 5 4</u>

4. ARCHIBALD RAMSAY.

Grant 1858—For repairing Louison Bridge,	-	-	£42 13 6
Expenditure and Commission,	-	-	42 16 4
Over-expended,	-	-	<u>£0 2 10</u>

5. JOHN ROBINSON.

Grant 1855—For the Welchpool Wharf,	-	-	£70 0 0
Expenditure 1856,	-	-	135 19 9½
Balance per Account,	-	-	<u>£85 19 9½</u>

6. JAMES A. MACLAUCHLAN.

Improving the Navigation of the River St. John—			
Unexpended December 1856,	-	£24 12 8	
Grant of 1857,	-	200 0 0	
			<u>£224 12 8</u>
Expenditure,	-	£56 19 6	
Personal services, 98 days, at 25s.,	-	122 10 0	
Refunded Board of Works,	-	45 3 2	
			<u>£224 12 8</u>

7. WM. PARKER & ISAAC C. BURPEE,

Commissioners to explore and locate a line of Road from Doak's Bridge to Gaspereau River,—			
Expenditure,	-	£51 5 9	
Personal Services—I. C. Burpee £3; Wm. Parker £15,	-	18 0 0	
			<u>£69 5 9</u>
They credit,—			
Proceeds Sales Camp Equipage,	-	-	3 4 8
Due Commissioners,	-	-	<u>£66 1 1</u>

J. R. PARTELOW, A. G

BYE ROADS.
REPORT UPON ACCOUNTS FURNISHED BY COMMISSIONERS OF BYE ROADS.
VICTORIA COUNTY

Warrant No. 327 of 1858.

No. of Grant.	Commissioners.	Grant.	Expended, and 5 per cent. Commission.	Over expended.	Short expended.	REMARKS.
1	Henry Baird,	£20 0 0	£20 0 0			
2	Benjamin Sloat,	20 0 0	20 0 0			
3	Lewis Pickett,	10 0 0	10 0 0			
4	Daniel Hopkins,	20 0 0	20 0 0			
5	Daniel Gray,	25 0 0	25 0 0			
6	Walter Britt,	45 0 0	45 0 0	£0 0 0		
7	Henry Merris,	15 0 0	15 0 0	..	..	Not sworn to.
8	William Gifford,	30 0 0	30 0 0	..	..	Account not signed by Commissioner.
9	J. R. Coombes,	60 0 0	58 2 0	..	£0 18 0	
10	Reppias Martin,	35 0 0	35 0 0	0 0 8		
11	John Hedgeon,	75 0 0	75 0 0			
12	Peter Clare,	20 0 0	20 0 0			
13	Stephen Hasey,	90 0 0		..	90 0 0	The whole amount, £90, was drawn by Clare.
14	Magloire Albert,					
15	John Baker,	75 0 0	75 5 0	0 5 0		
16	Francis Dibbits,	20 0 0	20 0 0			
17	William Gifford,	20 0 0	18 18 11½		1 1 0½	Commissioner says he has sent the balance to Prov. Treasurer.
18	N. D. Kearney,	10 0 0	10 0 0			
19	Bosmond Violette,	10 0 0	10 0 0			
20	Beloni Terrault,	30 0 0	29 7 0		0 18 0	Account not sworn.
21	John Hart,	10 0 0	10 0 0			
22	Jean Sergerie,	10 0 0	10 0 0			No Commission charged.
23	Francis Rice,	5 0 0	5 0 0			Not drawn in 1858.
24	Thomas M. Kown,	19 0 0	19 0 0			
	Joseph Hebert,					
1857.	Grants & Balances prior to '58.					
180	Walter Britt,	35 0 0	34 15 0	..	0 5 0	

Report upon Accounts furnished by Commissioners of Bye Roads—Continued.

CARLETON COUNTY.

No. of Grant.	Commissioners.	Grant.	Expended, and 5 per cent. Commission.	Over expended.	Short expended.	REMARKS.
25	Municipality of Carleton,	£490 0 0				
1	Hugh Harrison,	3 0 0	£3 0 0			
2	Thomas Stephenson,	8 0 0	8 0 0			
3	John Montgomery,	18 0 0	18 0 0			
4	Edward Loomer,	2 10 0	2 10 0			
5	Thomas W. Watson,	29 15 0	29 15 0			
6	Henry Montgomery,	41 1 3	41 1 3	£0 1 3	..	One Voucher for £1 8 6 not witnessed.
7	John Watson,	20 3 9	20 5 0			
8	Elijah Gallop,	16 10 0	16 10 0			
9	Ezekiel Seeley,	15 10 0	15 10 0			
10	Alexander Lindsay,	18 10 0	18 10 0			
11	William Wilson,	10 15 0	10 15 0			
12	Bernard Travis,	18 10 0	18 10 0			
13	Calvin Churchill,	42 15 0	42 15 0			
14	Mark Tracey,	38 12 0	38 12 0			
15	James H. Lunn,	22 13 0	22 13 0			
16	John Bubar,	21 6 8	21 8 4	0 1 6		
17	William B. Tompkins,	16 0 0	16 0 0			
18	John Stockford,	23 18 4	23 18 5	0 0 1		
19	George E. Shea,	61 5 0	61 5 0			
20	Thomas Squiers, Sen.	21 10 0	21 0 0			
21	Charles Taylor,	22 5 0	14 3 11		£0 10 0	Arising from defective Vouchers.
22	Alexander Hawthorne,	17 10 0	17 10 0		8 1 1	
26	John Bubar,	145 0 0	145 0 0			
27	A. Gibson,	50 0 0	50 0 0			Services performed.
28	James Stickney,	10 0 0	10 0 0			Do.
29	John Burt,	20 0 0	20 0 0			Do.
30	Bartlett Demerchant,	5 0 0	5 0 0			Do.
31	Maurice Pierce,	9 0 0	9 0 0			Do.
32	Joseph Tompkins,	15 0 0	15 0 0			Do.
33	Ezekiel Seeley,	4 0 0	4 0 0			Do.

34	Alexander Kirkpatrick,	5 0 0	5 0 0			
35	Charles Shea,	15 0 0	15 0 0			
36	Calvin Churchill,	30 0 0	30 0 0			
37	Thomas Fleming,	13 0 0	7 0 0			
38	Joseph Burpee,	8 0 0	13 0 0			
39	David Kennedy,	14 0 0	8 0 0			
40	Isaac Strong,	19 0 0	14 0 0			
41	Hugh Harrison,	30 0 0	19 0 0			
42	Robert A. Hay,	30 0 0	30 0 0			
1857.	Grants & Balances prior to '58.					States that £10 is still due on Bridges. Do. £5 15 6 is still due on job, including Commission.
35	Robert Stephenson,	5 0 0	5 0 0			Not sworn to.

YORK COUNTY.

43	Municipality of York,	£730 0 0				
1	William Jamieson,	34 10 11	£34 10 11			
2	Joseph Hillman,	23 0 0	22 19 0		£0 1 0	
3	John Hartsley,	41 10 2	41 10 2			
4	Joseph Love,	5 0 0	5 0 0			
5	Andrew Adams,	16 6 4	16 6 4			
6	Joseph Hoyt,	32 0 0	32 0 0			
7	William Jackson,	7 0 0	7 0 0			
8	Jeremiah Howland,	43 0 0	43 0 0			
9	William Guigu,	5 14 8	5 14 8			
10	Robert Pacey,	10 11 1	10 10 7			
11	Alexander Hood,	10 1 3	10 1 3			
12	William Jamieson,	9 14 10	9 14 10			
13	Simeon Scott,	11 0 0	11 0 0			
14	Thomas Brown,	11 10 0	11 10 0		0 0 6	
15	Charles M. Cormick,	5 0 0	5 0 0			
16	Valentine Pickard,	12 0 0	12 0 0			
17	James Cole,	4 0 0	4 0 0			
18	Charles E. Fletcher,	44 10 0	44 10 0			
19	Patrick Campbell,	11 10 0	11 10 0			
20	James Manger,	10 0 0	10 0 0			
21	Benjamin Goodspeed,	14 10 0	14 10 0			
22	J. F. Barker,	6 0 0	6 0 0			
23	William Lewis,	34 15 7	34 2 2		0 13 5	

Report upon Accounts furnished by Commissioners of Bye Roads—Continued.

No. of Grant.	Commissioners.	Grant.	Expended, and 5 per cent. Commission.	Over expended.	Short expended.	REMARKS.
43	24 Lewis Fisher, 25 B. Smith & B. Elliott, 26 Robert M'Kay, 27 James Johnston, 28 George Estey, 29 George Hawkins, 30 Thomas Murray, Board of Works, Municipality of York, 1 Jeremiah Howland, 2 George Haykins, 3 Nathaniel Jewett, 4 Alexander Boyd, 5 Alexander Thompson, 6 Hatheway & M'Bean, 7 George Estey, 8 A. D. Yerxa, 9 Thomas Murray, George Turner,	£15 9 5 25 18 5 12 0 0 69 0 0 56 0 0 27 19 0 120 8 4 200 0 0 250 0 0 11 11 7 33 18 4 7 9 0 18 0 0 60 0 0 88 8 5 12 17 0 6 0 0 11 17 3 95 0 0	£15 9 5 25 18 5 12 0 0 69 0 0 56 0 0 27 19 0 122 18 6 .. 11 11 7 33 18 4 8 9 6 18 0 0 60 0 0 88 8 5 12 17 0 6 0 0 96 12 6 10 0 0 10 5 0 7 10 0 2 6 6 24 0 0 2 12 6 3 12 1 43 8 0	£2 10 2 .. 1 0 6 1 12 6 .. 12 12 10	£200 0 0 11 17 3	Not drawn from Treasury, work not done. For a Bridge—Grant insufficient. A small balance still due from former years. Not drawn from Treasury £5.
1854-96	JAMES GILMOR,	15 0 0	10 0 0	..	..
1856-37	1 ASA DOW,	10 5 0	10 5 0	..	..
33 63	JOHN CAVERHILL,	7 10 0	7 10 0	..	..
33 47	NATHANIEL URQUHART,	2 6 6	2 6 6	..	..
33 65	NATHANIEL CRABB,	24 0 0	24 0 0	..	..
1857-103 15	FREDERICK PERLEY,	2 12 6	2 12 6	..	..
5	HENRY RODGERS,	3 12 1	3 12 1	..	..
21	ASA DOW,	43 8 0	55 15 10	12 12 10	..	
Grants & Balances prior to '58.						

SUNBURY COUNTY.

No. of Grant.	Commissioners.	Grant.	Expended, and 5 per cent. Commission.	Over expended.	Short expended.	REMARKS.
47	Municipality of Sunbury, 1 S. L. Bent, 2 Orlo Hoyt, 3 James Boone, 4 James L. Sill, 5 Charles J. Bailey, 6 George Grass, 7 Zebba Phillips, 8 Archibald M'Lean, 9 Stephen P. Eatabrooks, 10 Andrew H. Smith, 11 James Burpee, John M'Clusky, George Tracey, Thomas Hart, Solomon Smith, William E. Hoyt, Asa Carr, Samuel Nevers, James Burpee, Charles J. Bailey, S. L. Bent,	£410 0 0 67 0 0 14 6 8 14 6 8 14 6 8 76 0 0 30 0 0 15 0 0 50 0 0 40 0 0 40 0 0 55 0 0 90 0 0 15 13 0 25 0 0 35 0 0 60 7 0 20 0 0 35 0 0 30 0 0 8 0 0	£60 1 7 14 6 8 14 6 8 79 1 7 30 0 0 15 0 0 49 5 6 40 4 2 40 0 0 54 1 5½ 20 0 0 15 13 0 25 0 0 35 0 0 62 11 1½ 56 7 4½ 20 0 0 35 0 0 30 1 3 11 7 9	.. .. £2 1 7 2 11 1½ 0 0 4½ 3 7 9	£6 18 5 14 6 8 0 14 6 0 18 6½	He over-expended in Special Grant, No. 57, £3 7 9. Total [unexpended, £3 10 8. He accounts for a Balance of £3 18s. from 1857. Services performed. £5 still due on a Bridge.
1857:	Grants & Balances prior to '58.	1 17 1 11 1 6	1 17 1 10 12 6	..	0 9 0	
39	Charles Tracey,	1 17 1	1 17 1	..	0 9 0	
58	Thomas O. Miles, Jr.	11 1 6	10 12 6	..	..
QUEEN'S COUNTY.						
58	Archibald M'Alister,	£100 0 0	£52 0 2	£48 0 0	£100 0 0	
59	Thomas Coey,	52 0 0	59 6 9	..	0 8 3	£1 4 6 still due Bridge Contractor. Deficiency arises from an error in the Commission.
60	Joseph B. Perkins,	59 15 0	46 0 0	0 0 7	..	
61	Thomas M'Govern,	46 0 0	72 5 7	..	..
62	Francis Woods,	72 5 0	40 0 0	..	..
63	1 Thomas E. McDonald, 2 William Golding, 3 E. M. Dickie,	120 0 0	..	..	80 0 0	There is an Account from William Golding for £40, but no vouchers accompany it.

Report upon Accounts furnished by Commissioners of Bye Roads—Continued.

No. of Grant.	Commissioners.	Grant.	Expended, and 5 per cent. Commission.	Over expended.	Short expended.	REMARKS.
64	1 Samuel Mahood, 2 William Pennery, 3 John H. Brown, Charles Keith, 1 John B. Watt, 2 Stephen Thorn, 1 Arthur Branscombe, 2 Hector McLean, 3 Abram R. Wiggins, William Foshay, 1 Harry Babbit, 2 Robert Summers, 3 Francis Fulton, 1 Thomas Hetherington, 2 Charles Vincent, 3 John Ham,	£75 0 0 125 0 0 75 0 0 75 0 0 75 0 0 75 0 0 125 0 0 175 0 0	£75 0 0 124 19 9 75 17 5 42 0 10 79 15 11½ 128 3 11 106 14 11	.. .. £0 17 5 .. 4 15 11½ 3 3 11 ..	.. £0 0 3 .. 32 19 2 ..	Two Vouchers for £7 15 4 not witnessed. The £106 14 11 expended by Vincent.

CHARLOTTE COUNTY.

71	1 Jesse Bartlett, 2 Stephen McCurdy, 3 J. H. Whitlock, 1 Houghten Shephard, 2 William Russell, 3 Isaac Meigs, 1 Alexander Lord, 2 John Leonard, Jr., 3 John Storer, Arthur Flagg, 1 William Hitchings, 2 David Hitchings, 3 William Smith, 1 Nehemiah Hill, 2 John Collins, 3 William Smart,	£108 0 0 97 0 0 72 10 0 72 10 0 116 13 4 .. 60 13 4	£108 0 0 97 0 0 72 10 0 72 10 0 38 9 7½ 38 17 9 38 19 5 62 0 0 £0 1 7½ 1 6 8	Most of the Vouchers are in figures. Also accounts for a Balance of 12s. 3d. from 1857.
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77	1 James McMillan, 2 Robert Cuckburn, 3 William Boyd, Jun., Robert King, 1 William Kennedy, 2 Peter Morrison, 1 George A. Boardman, 2 Ninian Lindsay, 3 Joseph W. Maxwell, 1 Charles McLean, 2 John Reynolds, 3 Andrew M. Gowan, 1 Thomas C. Justice, 2 James Gillispie, 3 Caleb F. Hawkins, 1 Alexander M. Vicar, 2 Mark Young, 3 James Pratt, Peter Morrison, Thomas Robinson, Cyrus Thompson, Colin Campbell, John McLeod, Nehemiah Hill, 2 John Collins, 3 William Smart, Nathan Smart, William Smart, Hugh Wilson, John Stewart, 1 Alex. M. Vicar, 2 Mark Young, 3 James Pratt, John Stoen, J. Spingay, & S. Murray, Mark Young, Daniel Archibald, Robert Ogden,	80 13 4 120 0 0 80 0 0 65 10 0 50 0 0 107 0 0 50 0 0 25 0 0 30 0 0 25 0 0 20 0 0 42 0 0 10 0 2 12 0 0 18 0 0 6 0 0 21 0 0 15 0 0 12 0 0 37 5 0 30 5 0 7	80 13 4 37 17 6 35 5 8 37 17 6 80 0 0 60 11 6 50 0 0 107 0 0 50 0 0 25 0 0 25 0 0 20 0 0 42 0 0 10 0 2 12 0 0 18 0 0 6 0 0 21 0 0 15 0 0 12 0 0 37 5 0 30 5 0 7	8 17 2 4 18 6	Two Vouchers for £5 4 6 not witnessed. Kennedy refunded £2 11 10 to the Deputy Treasurer, Saint Stephen, and paid £6 7 5 to Jas. Buchanan. Arising from defective Vouchers. We have received an account for the £30 of 1858, and for [the £12 of 1857, but there are no Vouchers. Services performed.
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Report upon Accounts furnished by Commissioners of Bye Roads—Continued.

No. of Grant.	Commissioners.	Grant.	Expended, and 5 per cent. Commission.	Over expended.	Short expended.	REMARKS.
1855-56	Grants & Balances prior to '58.	£25 17 11	£25 17 11			
1857-58	1 J. Murphy and J. Kinney,	11 19 7	11 19 7			
	2 Thomas Cameron,	3 10 5	3 8 9	..	£0 1 8	
87	3 James M. Millan,	15 0 0	15 0 0			
90	2 John F. Grimmer,	43 0 0	43 0 6	£0 0 6		
94	Luke Byron,	30 0 0	30 7 6	0 7 6		
	Wm. Thompson, Jun.					
ALBERT COUNTY.						
99	Aaron Robinson,	£92 0 0	£192 19 3	£100 19 3		
100	1 Daniel Cleveland,	78 0 0	78 7 6	0 7 6		
	2 Patrick M. Kinley,					
	3 William Tingley,					
101	1 Hamilton Kelle,	44 10 0	45 2 6	0 12 6		
102	2 John Cleveland,					
	1 Asa Fillmore,	39 0 0	19 0 0			
	2 Millidge Stoves,					
103	3 Aaron Wilson,	..	..	..	£18 0 0	
	1 David Bezley,	114 0 0	114 0 0	..		
	2 James Duffy, Jun.					
104	3 John Gross,	119 10 0	40 4 0	..		
	1 Lewis Gildart,		40 0 11	0 0 11		
	2 Robert Coppitt, Jun.					
	3 E. W. Steves,					
105	James Kluge,	11 0 0	11 0 0			
106	Stephen B. Weldon,	33 0 0	33 0 0			
107	Millidge Stoves,	20 0 0	20 0 0			
108	Abram Stoves,	15 0 0	15 0 0			
109	James Duffy,	15 0 0	15 0 0			
110	Benjamin Dowling,	15 0 0	15 1 5	0 1 5		
111	John Baylard,	15 0 0	15 0 0			
112	David Tingley,	5 0 0	5 0 0			
James Duffy also expends £2, a balance from 1857.						
Services performed.						

WESTMORLAND COUNTY.

113	1 Charles Thedeau,	£128 0 0	£78 10 9	..	£1 0 0	
114	2 John Palmer,					
	1 William Cochrane,		48 10 0			
	2 Nathaniel Lowerson,	122 0 0	122 0 0			
115	3 Amos Ogden,	50 0 0	51 16 3	£1 16 3		
	3 Albert Fawcett,					
	1 Ralph Dobson,		29 12 0			
	2 Ralph Siddall,	78 12 0	16 0 0			
116	3 Burt Chapman,		33 12 0			
	1 William Farrow,					
	2 James Carroll,					
117	3 Thomas Outon,	80 0 0	79 18 3	..	0 1 9	
	1 Pascal Perrier,					
	2 David Boudrot,					
	3 Amos Dupuit,					
118	1 John Fitzsimons,	110 0 0	37 14 0	0 4 0		
	2 Francis Gallagher,		38 4 4	0 14 4		
	3 Rufus Lutes,		35 0 0			
119	1 Isaac Alward,	115 0 0	111 0 7	..	3 19 5	
	2 John Boyd,					
	3 Farley May,					
120	William Lutz,	20 0 0	20 0 0			
121	John Travis,	25 0 0	27 9 6	2 9 6		
122	1 Thomas Laracey,	40 0 0	40 0 0			
	2 William Hogan,	7 10 0	7 19 11	0 9 11		
123	Thomas Oulton,	5 0 0	5 0 0			
124	Edward Kingear,	20 0 0	..			
125	Charles Cahill,	30 0 0	30 0 0			
126	Strong Allen,	10 0 0	10 0 0			
127	Jacob Tyack,	10 0 0	10 0 0			
128	William K. Powser,	16 0 0	16 0 0			
129	Charles Sudall,	10 0 0	10 0 0			
130	Colo McDougall,	14 0 0	14 0 0			
131	Uz Blakney,	7 10 0	7 10 0			
132	Thomas Cochrane,	15 0 0	15 0 0			
133	John Gayton,	4 10 0	4 10 0			
134	1 Nathan Lowerson,	28 10 0	28 10 0			
	2 Amos Ogden,					
	3 Albert Fawcett,					
Services performed.						
Do.						
Do.						

Report upon Accounts furnished by Commissioners of Bye Roads—Continued.

No. of Grant.	Commissioners.	Grant.	Expended, and 5 per cent. Commission.	Over expended.	Short expended.	REMARKS.
135	1 Nathan Lowerson,	£20 0 0	£17 15 4	..	£2 4 2	Arising from defective Vouchers.
	2 Amos Ogden,					
	3 Albert Fawcett,					
136	Joshua Tingley,	5 0 0	5 0 0	..	..	3 Vouchers for £2 6 3 not witnessed.
137	George Buck,	25 0 0	25 0 0	..	..
138	Rufus Cole,	10 0 0	10 0 0	..	..
139	Zachariah Tingley,	7 10 0	7 19 9	£0 9 9	..	Services performed.
140	Jonathan T. Colpitts,	10 0 0	10 0 0	..	..	Do.
141	Joseph Gadet,	10 0 0	..	..	10 0 0	Account not sworn—Commissioner states that a Balance is [still due Contractors.
142	Pascal Porier,	7 8 0	7 8 0	..	..	Commissioner states that £1 17s. is still due on the Road.
143	John Crandall,	65 0 0	65 0 0	..	..	Services performed.
144	Anthony Simpson,	10 0 0	10 0 0	..	..
145	Samuel Robichaud,	44 0 0	45 0 0	1 0 0	..	
146	J. L. Simpson,	7 10 0	7 10 0	..	..
147	David J. Budrot,	5 0 0	5 0 0	..	..
148	Gideon Palmer,	12 10 0	12 10 0	..	..
1856.	Grants & Balances prior to '58.					
208	1 Archibald Simpson,	..	55 0 0	..	..	Part of £167 10s. granted to 3 Commissioners—not sworn to.
229	Courtney Kinnear,	2 15 0	2 15 6	0 0 6	..	
KENT COUNTY.						
149	1 Martin Sommers,	..	£54 10 0	..	..	All the Vouchers are in figures.
	2 Amant Busway,	£99 10 0	15 0 0	..	..	Account not sworn to.
	3 George Hebert,	..	30 0 0	..	..
150	1 Daniel O'Leary,	..	..	..	..
	2 James Smith,	88 0 0	84 6 6	..	£3 13 6	D. O'Leary also accounts for 1856 and 1857 Balances.
	3 Jacque Daigle,	..	..	..	..
151	1 Joseph White,	..	..	..	..
	2 Philip Porrier,	145 0 0	75 3 2	£0 3 2	0 1 4	
	3 Anthony Muzeroll,	..	69 18 8	..	..
152	1 William Fitzgerald,	..	..	..	..
	2 Lawrence M'Laren,	50 0 0	77 10 0	..	2 10 0	Account not sworn to.
	3 James Girvan,	..	..	..	..

Report upon Accounts furnished by Commissioners of Bye Roads—Continued.

No. of Grant.	Commissioners.	Grant.	Expended, and 5 per cent. Commission.	Over expended.	Short expended.	REMARKS.
164	1 James M'Lean,	£25 0 0	£25 0 0			
165	2 John M'Donald,	7 10 0	7 10 0			
166	William Parker,	93 5 0	91 18 0	..	£31 7 0	No Commission charged; also accounts for £100 from 1857. Services performed.
167	John M' Rae,	5 0 0	5 0 0	..	..	Do.
168	John Wilson,	2 10 0	2 10 0	..	..	Bridge not finished.
169	Joseph Griffin,	70 0 0	..	..	..	Do.
170	George Whitney,	314 0 0	14 0 0	..	300 0 0	
171	John Williston,	75 0 0	247 4 3	£172 4 3	..	Local collections not credited—Account not sworn.
172	1 John Hayes, 2 Robinson Crocker, 3 Alexander Fraser, 3rd, William Parker,	15 5 0	15 5 0			
Ledg'r. D folio 695	Daniel Witherall,	7 0 4	5 14 10	..	1 5 6	

GLOUCESTER COUNTY.

173	John Browne,	£251 0 0	£241 0 0	..	£10 0 0	Not sufficient to build the Bridge.
174	1 Charles Ashe, 2 Hugh Chalmers, 3 Romeo Doucett,	116 0 0	116 0 0			
175	1 Andrew D'Arcy, 2 Daniel Coughlan, 3 John Foley,	90 0 0	90 0 0			
176	1 John M'Intosh, 2 Ephraim Landry, 3 John Louis Blanchard,	90 0 0	90 0 0			
177	1 James Witzel, 2 Fabian Ashe, 3 Edward Robichaud, John Hebert,	100 0 0	111 10 8	£11 10 8	..	No Commission charged. £10 was advanced to Commissioner by Wm. Taylor to finish a Bridge. He also charges 10s. postage paid on £90.
178		90 0 0	89 10 0	..	0 10 0	

179	1 Alexander Le Breton, 2 Michael Louisor, 3 Oliver Le Breton,	90 0 0	90 0 0			
1856.	Grants & Balances prior to '58.	22 3 8	22 3 8			
265	John Browne,					

RESTIGOUCHE COUNTY.

180	1 Neil Cook, 2 John Mureby, 3 John Galbraith,	£150 0 0	£142 3 7	..	£7 16 5	Unfinished Contracts. Commissioners charge 15s. each examining Roads and apportioning grant. Several Vouchers amounting to £4 10s. not witnessed. Charges £2 7 4 exploring Roads.
181	James Fraser,	230 0 0	228 1 5	..	1 18 7	
182	Robert Sinclair,	185 0 0	185 0 0			
183	1 Charles M'Alister, 2 Robert Hayip, 3 Michael Shannon,	150 0 0	150 0 0	..	..	Including a charge of £7 10s, 5 days travelling through the [Parish by each Commissioner, at 10s. per day.

KING'S COUNTY.

184	1 Henry S. Wetmore, 2 John Stark, 3 James Atter,	£70 0 0	£29 0 0	..	£0 3 9	Refunded to Treasury.
185	1 William Barnes, 2 James M. Fowler, 3 James Douglas,	96 0 0	96 0 0			
186	1 Joseph Gillies, 2 David Johnson, 3 John McAntra,	153 16 6	153 16 4	..	0 0 2	
187	1 John Flewelling, 2 Thomas Whippley, 3 Thomas Whippley,	70 0 0	70 0 0			
188	1 D. B. Campbell, 2 Wm. Roach, 3 Calvin Freese,	152 15 0	148 15 8	..	3 4 4	
189	1 Wm. Fenwick, 2 Thomas Matheson, 3 John Keith,	154 0 0	79 2 6	..	74 17 6	

Report upon Accounts furnished by Commissioners of Bye Roads—Continued.

No. of Grant.	Commissioners.	Grant.	Expended, and 5 per cent. Commission.	Over expended.	Short expended.	REMARKS.
190	1 Richard Sands, 2 George Harding, 3 Bernard McGovern,	£70 0 0	£70 0 0	..	..	Several of Harding's Vouchers not witnessed, and this Account not sworn to.
191	1 Wm. S. Mabee, 2 Wm. P. Flewelling, 3 Joseph A. Evans,	90 0 0	90 0 0	..	..
192	1 John H. Wright, 2 Allen C. Otty,	100 0 0	100 0 0	..	..
193	3 Charles Campbell, 1 D. B. Campbell, 2 William Roach, 3 Calvin Freeze,	62 0 0	60 12 6	..	£1 7 6	R. Sands charges 10½d. for the paper he used.
194	1 R. Sands, 3 George Harding, 3 Bernard McGovern,	60 0 0	55 18 10	..	4 5 8	
195	1 William Barnes, 2 James M. Fowler, 3 James Douglas,	50 0 0	50 0 0	..	..
196	Joseph A. Evans, William McCready, William Fenwick,	0 0 0	20 0 0	..	50 0 0	
197	1 Thomas Matheson, 2 John Keith, 3 Joseph Gillis,	67 0 0	..	..	67 0 0	
198	1 David Johnson, 2 John McIntyre,	27 0 0	27 0 0	..	..
200	James Stark, Douglas Carmichael, 1 John H. Wright, 2 Allen C. Otty, 3 Charles Campbell,	30 0 0 10 0 0 15 0 0	30 5 10 .. 14 15 2½	£0 5 10 .. ..	.. .. 0 4 9½	Short-expended 5s. 10d. in 1857. Did the work himself; over-expended, he states, £17.

SAINT JOHN COUNTY.

No. of Grant.	Commissioners.	Grant.	Expended, and 5 per cent. Commission.	Over expended.	Short expended.	REMARKS.
1854.	Grants & Balances prior to '58.					
1855-229	Thomas Chapman, Peter Fryers,	2 0 0 2 14 0	2 0 0 2 14 0	..	..
236	Robert Patterson, 3 Allan Otty, 1 William B. M'Keel,	31 0 0 22 0 0 4 10 6	28 12 9 22 0 0 4 15 0	..	2 7 3	Not sworn to.
25	2 John Cookson, 1 John M. Raymond,	7 16 11	7 16 11	0 5 0	..	
203	1 John Tinier, Sen. 2 John McLennan, 3 William Clarke, 1 John M'Avity, 2 John Carney, 3 James Robinson, 1 Phillip Mosher, 2 William Black, 3 Ebenezer Brown, Josiah Adams, 1 Phillip Mosher.	£130 0 0 213 10 0 186 0 0 15 0 0 100 0 0 6 0 0 4 4 0 10 0 0 20 0 0 20 0 0 5 10 0	£135 1 0 41 9 0 118 10 6 58 10 0 185 19 8 15 0 0 107 5 0 6 0 0 4 4 0 10 0 0 20 0 0 10 0 0	£5 1 0 0 9 0 4 10 6 7 5 0 .. .. .. .. ..	.. .. .. 0 0 4 100 0 0	Two Vouchers not witnessed. Com. Carney says there is £36 11 6 still due Contractors on Several Vouchers not witnessed. Also accounts for £10 unexpended in 1857. Also account for £50 of 1857. Services performed. Do. Do. £10 is for work done in 1857. Services performed. Not drawn from Treasury.
204	2 John S. Parker, 3 Peter Deyar, James M'Comick, Thomas Hillyard, Joseph Bowes, A. Menzies,	100 0 0 10 0 0 20 0 0 15 0 0 81 0 0	.. 10 0 0 20 0 0 14 19 3 81 0 0	.. .. .. .. ..	.. 0 0 9	Not sworn to. No Commission charged.

Report upon Accounts furnished by Commissioners of Bye Roads—Continued.

No. of Grant.	Commissioners.	Grant.	Expended, and 5 per cent. Commission.	Over expended.	Short expended.	REMARKS.
219	William Thompson,	£10 0 0	£10 0 0	..	£0 0 9	No Commission charged.
220	William Mackin,	25 0 0	25 0 0	..	..	Services performed.
221	Archibald Brown,	8 16 0	8 16 0	..	..
1857	<i>Grants & Balances prior to '58.</i>					
112	John Jordan, Do.	4 15 0 ..	5 0 0 20 3 9	0 5 0 ..	..	Advanced him by J. W. Cudlip, Esq. to finish a Contract.

Amounts comprised in the General Bye Road Warrant of 1858, and drawn from the Treasury, for the expenditure of which Accounts have not been filed in this Office.

No.	Commissioners.	Grant.	Expended, and 5 per cent. Commission.	Over expended.	Short expended.	REMARKS.
14	Peter Clare and three others,	- - -	£90 0 0	0 0 0		VICTORIA. Forward, £220 0 0
58	Archibald M'Allister,	- - -	100 0 0	0 0 0		QUEEN'S. George Whitney, (Bridge not finished,) - - - 70 0 0
125	Charles Cahill,	- - -	£20 0 0	0 0 0		WESTMORLAND. William M'Creedy, - - - £50 0 0
141	Joseph Godet,	- - -	10 0 0	0 0 0		Wm. Fenwick, T. Matheson, John Keith, 67 0 0— 117 0 0
			30 0 0	0 0 0		Total, - - - £407 0 0
		Forward,	£220 0 0			J. R. PARTELOW, A. G.

GENERAL ABSTRACT OF ALL REVENUES

Received and Paid by B. Robinson, Province Treasurer, from 1st Nov. 1857, to 31st Oct. 1858.

RECEIPTS.

Ordinary Revenue—Collected at Saint John,—

Import Duties, - - - - -	£67,953 10 0
Export Duties, - - - - -	9,376 17 11
Moiety of net proceeds of Seizures, - - - - -	415 7 9
Auction Duty, - - - - -	6 17 9
Receipts { From Clerk of Pleas Supreme Court, - - - - -	500 0 0
in aid, { Sums Refunded, - - - - -	382 17 11

£78,635 11 4

Received from Deputy Treasurers,—

Chipman Botsford, - - - - -	£174 6 10
Dugald Stewart, - - - - -	1,304 7 5
Joseph Read, - - - - -	1,683 9 0
P. J. N. Dumaresq, - - - - -	440 9 1
W. A. Black, - - - - -	1,098 5 6
R. Sutton, - - - - -	3,317 15 2
J. T. Williston, - - - - -	4,553 3 2
J. W. Weldon, - - - - -	1,466 5 11
H. Livingston, - - - - -	1,183 15 3
R. Douglas, - - - - -	719 12 11
D. Hanington, - - - - -	1,059 2 0
James Dixon, - - - - -	519 18 0
Rufus Cole, - - - - -	6 19 6
J. Hickman, - - - - -	108 9 2
R. Wallace, - - - - -	116 4 4
J. Brewster, - - - - -	52 7 1
T. R. Robertson, - - - - -	4,126 0 11
H. E. Dibblee, - - - - -	522 18 2
D. W. Jack, - - - - -	2,529 8 3
R. Watson, - - - - -	1,361 4 8
John Grimmer, - - - - -	230 2 3
A. J. Wetmore, - - - - -	757 2 7
Thomas Moses, - - - - -	73 3 2

27,404 10 4

Emigrant Duties.

Collected at Saint John, - - - - -	£48 5 0
Chatham, - - - - -	0 10 0

48 15 0

Gulf Lights.

Received from Campbellton, - - - - -	£1 0 3
Dalhousie, - - - - -	87 4 0
Bathurst, - - - - -	115 8 6
Shippegan, - - - - -	13 17 5
Newcastle, - - - - -	369 7 1
Chatham, - - - - -	224 8 7
Richibucto, - - - - -	118 2 11
Buctouche, - - - - -	62 18 2
Shediac, - - - - -	146 6 11

1,138 13 10

Fredericton Fire Loans.

Received Interest on Bonds, - - - - -	150 0 0
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Bay of Fundy Lights.

Collected at Saint John, - - - - -	£3,028 16 0
Received from Saint Andrews, - - - - -	85 10 5

Carried forward,

£3,109 6 5 £107,377 10 6

	<i>Brought forward,</i>	£3,109 6 5	£107,377 10 6
<i>Bay Fundy Lights—Cont'd.</i>			
Received from Saint Stephen,	-	-	143 11 5
Saint George,	-	-	215 15 3
Campo Bello,	-	-	50 17 10
Sackville,	-	-	9 9 0
North Joggins,	-	-	4 9 1
Dorchester,	-	-	10 14 8
Hillsborough,	-	-	45 13 1
Harvey,	-	-	20 9 5
			3,615 6 2
<i>Sick and Disabled Seamen's Fund.</i>			
Collected at Saint John,	-	-	£960 3 7
Received from Campbellton,	-	-	2 15 6
Shippegan,	-	-	6 9 4
Dalhousie,	-	-	46 2 11
Chatham,	-	-	2 17 5
Newcastle,	-	-	10 13 0
Saint Andrews,	-	-	207 5 9
Saint Stephen,	-	-	95 3 6
Saint George,	-	-	54 19 2
Shediac,	-	-	45 13 6
Sackville,	-	-	1 1 11
North Joggins,	-	-	0 17 9
Dorchester,	-	-	1 18 11
Hillsborough,	-	-	14 10 1
Harvey,	-	-	4 1 4
			1,454 13 8
<i>Savings Bank.</i>			
At Saint John,	-	-	£5,115 6 7
Restigouche,	-	-	257 10 0
Gloucester,	-	-	150 0 10
Newcastle,	-	-	448 10 1
Chatham,	-	-	155 2 4
Kent,	-	-	18 0 0
Shediac,	-	-	39 17 11
Saint Andrews,	-	-	2,412 6 1
			8,596 13 10
<i>Indian Reserve Fund.</i>			
Received from Commissioners,	-	-	121 9 0
<i>Railway Impost.</i>			
Collected at Saint John,	-	-	£15,282 7 4
Received from Campbellton,	-	-	62 7 5
Dalhousie,	-	-	257 12 8
Bathurst,	-	-	422 14 1
Shippegan,	-	-	97 19 2
Newcastle,	-	-	800 11 9
Chatham,	-	-	884 7 11
Richibucto,	-	-	371 3 6
Buctouche,	-	-	147 15 1
Shediac,	-	-	132 4 10
Sackville,	-	-	100 6 1
North Joggins,	-	-	2 2 11
Dorchester,	-	-	16 7 3
Hillsborough,	-	-	24 5 9
Harvey,	-	-	5 12 2
Fredericton,	-	-	579 6 7
Woodstock,	-	-	66 19 7
Saint Andrews,	-	-	835 10 4
Saint Stephen,	-	-	279 19 2
Saint George,	-	-	31 18 0
Campo Bello,	-	-	16 17 6
Balance of Interest,	-	-	865 3 2
			21,283 12 3
			£142,449 5 5
			<i>Carried forward,</i>

<i>Railway Construction.</i>	<i>Brought forward,</i>	£142,449	5	5
26 Sets of Exchange drawn on Messrs. Baring Brothers and Co. for £210,000 Stg. - - -	£266,920	18	5	
Fines received from William Scoullar, Esq. - - -	40	0	0	
		266,960	18	5
Copy-Right Duties collected, - - - - -		20	10	10
Debentures sold in the Province, - - - - -		1,400	0	0
Received for Bills drawn against Debentures under Act 19 Vic. cap. 20, sold in London, - - - - - Stg.	13,000	0	0	15,600 0 0
Debentures sold to the Bank of New Brunswick, under Act 19 Vic. cap. 20, - - - - - Stg.	7,000	0	0	8,400 0 0
Copper Coin sold, - - - - -		135	0	0
Balance of Receiver General's cash, - - - - -		4,529	0	11
Received from Deputy Treasurers, not carried to Account 31st Oct. 1858,		1,855	8	9
Charged in Interest Account, dividends to 1st July, on Liabilities Debentures paid by Messrs. Baring Brothers & Co.	£727	4	0	
Do. do. 2 months arrears of do. on £7000 Stg. redeemed,	84	0	0	
		811	4	0
Cash in Bank of New Brunswick, 31st October 1857. - - -	£2,488	17	5	
Cash in Office, - - - - -	1	9	7	
Cash in Central Bank Notes, - - - - -	75	0	0	8,565 7 0
		£450,726	15	4

PAYMENTS.

<i>Ordinary Revenue.</i>				
Warrants, Series prior to 1858, - - - - -	<i>page 13,</i>	-	£5,982	11 6
Do. for the year 1858, - - - - -	- 13,	-	101,318	5 5
School Warrants, - - - - -	- - -	-	19,326	19 6
Interest, - - - - -	- 31.	-	7,716	12 0
Drawbacks, - - - - -	- - -	-	2,197	0 6
			£136,541	8 11
<i>Emigrant Fund.</i>				
Warrant No. 227, £49 4 4, No. 299, £31 13 9,			£80	18 1
Do. " 418, 37 5 0, " 503, 25 0 0,			62	5 0
			143	3 1
<i>Gulf Lights.</i>				
Warrant, No. 27, £100 0 0, No. 178, £84 19 9,			£184	19 9
Do. " 230, 187 10 0, " 450, 235 16 6,			423	6 6
Do. " 451, 149 9 8, " 493, 100 0 0,			249	9 8
			857	15 11
<i>Fredericton Fire Loan.</i>				
Paid Interest on Debentures, - - - - -			732	0 0
<i>Bay of Fundy Lights.</i>				
Salary of Commissioner, - - - - -			£100	0 0
Salaries of Keepers, - - - - -			1,102	0 0
Contingent and current expenses, - - - - -			1,968	0 0
Nova Scotia Lights, - - - - -	<i>page 13,</i>		293	16 10
			3,463	16 10
<i>Sick and Disabled Seamen's Fund.</i>				
Paid Commissioners at Saint John, - - - - -			£974	14 11
1857. 1857.				
Warrant 152-2, £13 0 0 No. 442, £17 19 0			30	19 0
" 1858.				
" 69, 43 6 6 180, 7 10 0			50	16 6
" 215, 46 0 0 100, 15 17 6			61	17 6
" 310, 10 10 0 362, 52 5 8			62	15 8
" 447, - - - - -			12	10 0
			1,193	16 7
			£142,932	1 4

				<i>Brought forward.</i>	£142,932 1 4
<i>Savings Bank.</i>					
At Saint John,	-	-	-	£9,785 12 4	
Restigouche,	-	-	-	30 10 0	
Gloucester,	-	-	-	49 0 10	
Newcastle,	-	-	-	184 18 4	
Chatham,	-	-	-	1,849 13 7	
Kent,	-	-	-	71 7 0	
Shediac,	-	-	-	13 0 5	
Saint Andrews,	-	-	-	1,223 12 8	
				<hr/>	13,207 15 2
<i>Indian Reserve Fund.</i>					
Paid sundry Warrants,	-	-	-		65 5 0
<i>Railway Impost.</i>					
Proceeds of £20,000 Sterling Exchange,	-	-	-	£24,214 11 7	
Drawbacks,	-	-	-	563 2 10	
				<hr/>	24,777 14 4
<i>Railway Construction.</i>					
Amount paid Commissioner during the year by Warrants of the Lieut. Governor,	-	-	-		250,242 19 9
Paid to Order of His Excellency the Lieutenant Governor,	-	-	-		21 16 2
Sums credited last year as received from Deputy Treasurers, and not then distributed, now carried to Account,	-	-	-		657 12 6
Unpaid and outstanding Check, 1857,	-	-	-		10 0 0
Warrant for Bye Roads, 1856, paid Bank of New Brunswick,	-	-	-		8,000 0 0
Credited in Interest Account, received by Messrs. Baring Brothers & Co. profits on sales of Liabilities Debentures,	-	-	-		687 0 0
Amount of Cash in Bank of New Brunswick, 31st Oct. 1858,	-	-	-	£7,430 8 0	
Do. do. in the Office,	-	-	-	2,626 18 0	
Do. Central Bank Notes,	-	-	-	67 5 0	
				<hr/>	10,124 11 0
					<hr/> <hr/>
					£450,726 15 4

B. ROBINSON, P. T.

By the foregoing return of Receipts and Expenditures for the Fiscal Year, it will be observed that the Treasurer charges amongst his payments for "Railway Construction," amounts paid Commissioners by Warrants of His Excellency the Lieutenant Governor, £250,242 19 9

He should have charged also this sum paid by Warrant dated 31st Oct. to R. Jardine, Esq., Chief Commissioner, to provide for payment of Iron due Messrs. Baring Brothers & Co. in London, which is included in the list of Warrants paid during the Fiscal Year, (see page 13.) - - - 22,895 18 2

£273,138 17 11

Which, together with the following amounts paid without Warrant by B. B. & Co. in London, (see page 45.) as follows:—

£95 9 11	
2 14 0	
523 19 2	
21 7 5	
<hr/>	
	643 10 6

will make amount correspond with the charges in Construction Acc't, (p. 45.) £273,782 8 5

The difference between £273,782 8 5 and £250,242 19 9, being £23,539 8^s, he will credit as a receipt in his next Account of Receipts and Payments.

J. R. PARTELOW, *Aud. Gen.*

RAILWAY ACCOUNTS.

Report upon the Accounts of R. Jardine, Esquire, Chief Commissioner, &c., for Railway Expenditure, from 1st November 1857, to 31st October 1858; also shewing the Total Receipts and Expenditure since the 1st of May 1856.

No. 1. Is an Account which shews the Expenditure for the Quarter ending the 31st of January 1858, amounting to - - - - - £52,017 10 1

No. 2. Is an Account shewing the Expenditure during the months of February and March, amounting to - 33,283 1 6

No. 3. Is an Account shewing the Expenditure for the Quarter ending the 30th of June 1858, amounting to - 60,145 8 0

No. 4. Is an Account shewing the Expenditure for four months ending the 31st of October 1858, amounting to - 132,826 9 3

Expenditure Fiscal Year 1858, - - - - - £278,272 8 10

In hand October 31st 1858, from Revenue Account, - - - - - 144 1 3

Expenditure from May 1st 1856, to October 31st 1857, (See Auditor's printed Report, page 160.) - - - - - 144,046 15 0

Payment to Jackson & Company for Plant, &c., carried into the Commissioners Account in No. 4, of 1858, £90,000 Sterling, - - - - - 108,000 0 0

£530,463 5 1

CREDIT.

By Cash from Treasury in the year 1856, £5,750 0 0

“ “ “ 1857, 131,223 15 11

£136,973 15 11

By Cash in 1858, as per Accounts, viz:—

No. 1. Quarter ending 31st Jan. 1858, £57,500 0 0

2. February and March “ 32,500 0 0

3. Quarter ending 30th June “ 60,000 0 0

4. Four Months, ending Oct. 31 “ 122,644 1 5

From Treasury in 1858, per Accounts, - 272,644 1 5

Payment to Jackson and Company for Plant, &c., £90,000 Sterling, - - - - - 108,000 0 0

Total from the Treasury, as per Accounts, - - - 517,617 17 4

Expended over Receipts from Treasury, - - - - - £12,845 7 9

Over-drawn, Bank of New Brunswick, - - - - - £216 16 9

Due Baring Brothers for Rails, &c., - - - - - 7,109 1 0

“ A. Smithers, £27 12 3; John Walker, £2 3 3, - 29 15 6

“ G. F. Thompson, - - - - - 1 10 0

Received for traffic, freight, and passengers, &c. (no details,) 5,488 1 8

The Chief Commissioner credits the receipt of 2s. 10d. more from the Treasury prior to October 31, 1857, than is shewn by the Audit Accounts of 1857, - - - 0 2 10

£12,845 7 9

The Treasurer, in his Rail Road Construction Account Current, No. 37, printed Report of 1859, charges this sum disbursed in 1858, - - - £273,782 8 5

Chief Commissioner Jardine credits this sum received from the Treasury in 1858, - - - £272,644 1 5

He credits only £22,644 1 5 paid to Baring Brothers in August 1858, on account of Railway, whilst the last item in the Treasurer's Account is a charge of £22,895 18 2 paid for a Bill for £19,079 18 6 Stg. to pay Baring Brothers, the difference is a subject for future adjustment, and amounts to 251 16 9

The Treasurer charges Construction Account with the following items, which did not pass through the hands of the Railway Commission, viz:—

Warrant No. 56, of 1857, Stockholders, - -	129 0 0
“ 443, “ G. L. Hatheway, - -	10 0 0
“ 26, 1858, expenses importation of Gold, - -	53 14 9
Freight, Insurance, &c., £79 11 7 St'g., at 8 per cent. - -	95 9 11
Stamp Duty on a Bill for £10,000, - -	2 14 0
Warrant No. 46, of 1858, G. L. Hatheway, - -	35 0 0
“ 162, “ J. & A. McMillan, - -	15 0 0
Discount, Commissions, &c., in Baring's Account for 1857, £436 12 8, Sterling, - -	523 19 2
Error in Baring's Interest Account for 1857, allowed them, £17 16 2, Sterling, - -	21 7 5
	<hr/>
	£273,782 8 5

In Account No. 4, Mr. Commissioner Jardine classifies the Expenditure as follows:—

Capital Account,

Engineering, - - - - -	£35,507 13 5
Permanent Way, - - - - -	255,729 3 9
Buildings, - - - - -	19,830 18 11
Rolling Stock and Machinery, - - - - -	48,780 1 5
Miscellaneous Stock, - - - - -	1,225 12 8
General Expenses, - - - - -	5,851 8 3

Advances on Account of unfinished Contracts, viz:—

Walker & Co., Section 5, - - - - -	£22,715 17 9
“ “ 3, - - - - -	1,331 0 0
“ “ 6, - - - - -	9,043 0 11
“ “ 5, Salisbury, - - - - -	7,191 10 11
J. Brookfield, “ 4, - - - - -	6,681 1 4
“ “ 1 and Stations, - - - - -	2,186 13 9
D. P. Myers, “ 2, - - - - -	21,388 10 8
“ “ 8, - - - - -	10,340 17 11
Small and Crosby, Hammond River Viaduct, - -	13,793 10 9
Johnston and Blackie, Section 7, - - - - -	14,354 7 4
Thomas King, Section 9, - - - - -	4,213 10 3
M'Donald and M'Bean, Section 4, Salisbury, - -	13,457 1 3
Fleming and Humbert, Locomotives, - - - - -	392 2 8
Morton and Earle, Fencing, - - - - -	1,186 9 4
F. James, Passenger Cars, - - - - -	1,356 9 9
G. Craig, Frogs and Switches, - - - - -	139 13 2
J. R. Marshall, Balance of Account, - - - - -	15 13 7
	<hr/>
	129,788 8 6

Rail and Chairs Account, - - - - -	£24,279 11 2
General Stores, - - - - -	1,636 13 3
Cordwood, Saint John, - - - - -	552 10 11
Do. Bend and Shediac, - - - - -	342 15 8
R. C. Scovil, Balance due, - - - - -	9 2 8
J. Whitney, unsettled, - - - - -	16 3 1
Cash from Revenue Account, - - - - -	144 1 3
	<hr/>
	26,980 18 0

Revenue Account,

Locomotive power, - - - - -	£3,731 13 3
Merchandise and Passenger Cars, - - - - -	1,261 8 2
Maintenance of way and buildings, - - - - -	334 18 2
General charges, - - - - -	1,441 0 7
	<hr/>
	6,769 0 2

Total, - - - - - £530,463 5 1

The foregoing Report shews the expenditure for the Saint John and Shediac Railway, classified under different heads; the classification has been made at the Railway Commissioners' Office, and bears on the face of it a much improved manner of keeping the Accounts; it will be observed that it comprises the whole expenditure for the Road from the beginning, including the £108,000 paid to Jackson and Company.

The vouchers accompanying the Account until the 30th June last have been examined, and are correct with a few exceptions embracing a small amount; the vouchers for that part of the expenditure from the 30th of June to the 31st of October have not been all examined, although the greater part have been gone into, some little time will still be required to complete the investigation; the reason I assign is, that they were received too late at this Office, not reaching the Department until about the middle of January, when many other public Accounts were in hand, all requiring attention for the Legislature; the same remark will apply to a large proportion of the public Accountants. On the 15th of November, the day on which the Law prescribes that all Accounts should be forthcoming for audit, a very small proportion of them were rendered, and the chief part of the more important ones were not received until more than a month after that date, and several hundred Circulars were despatched from this Office after the close of the Fiscal Year, calling upon various parties to hasten their Accounts.

The printing of the Auditor's Report on the Public Accounts could not be commenced until after the middle of December, and since the Treasurer's Accounts were rendered the Printer has been kept constantly furnished with work.

A supplementary Statement and Balance Sheet, shewing the transfers necessary to close the Railway Accounts for the year 1858, was filed in this Office on the 15th instant; it comprises £447 16s. collected on account of Traffic Department since the date of the previous Accounts.

J. R. PARTELOW, *Aud. Gen.*

RAILWAY DUTIES.

Summary of Moneys received and paid by Beverley Robinson, Esquire, Province Treasurer, for Railway purposes the present Fiscal Year.

CONSTRUCTION.

	RECEIPTS.				
Balance in hand 31st October 1857,	-	-	-	-	£46,354 3 11
Debentures sold in London,	-	-	£250,000	0 0	
Premiums beyond par value,	-	-	14,836	0 0	
			Sterling, £264,836 0 0		
Exchange, 8 per cent.	-	-	52,967	4 0	
					317,803 4 0
Additional for Premiums on Bills of Exchange drawn on London, above par, at 8 per cent. at which rate they were carried to Account,	-	-	-	-	2,923 12 5
Balance of Interest received from B. B. & Co., credited in their Account for 1857,	-	-	-	-	355 19 8
Extra Premiums, average rates for Bills of Exchange on amounts paid in London for Interest on Railway Debentures charged to Impost Account,	-	-	-	-	189 13 2
Fines received from William Scoullar, Esquire, Railway Police Magistrate,	-	-	-	-	40 0 0
					£367,666 13 2
Balance in hand,	-	-	-	-	£88,786 8 7
Of which—					
In hands of Baring Brothers and Company,	-	-	£63,674	14 1	
In Treasurer's hands,	-	-	25,111	14 6	
					£88,786 8 7

PAYMENTS.

Balance of Cash 31st October 1857,	-	-	-	-	£5,097	16	2
Amount paid sundry persons, part of balance of Warrant No. 56, (1857,)	-	-	-	-	129	0	0
G. L. Hatheway, Government Railway Director from Saint Andrews to Woodstock, 443, (1857,)	-	-	-	-	10	0	0
Expenses importation of Gold, Warrant 26, (1858,)	-	-	-	-	53	14	9
G. L. Hatheway, services as Railway Director, No. 46,	-	-	-	-	35	0	0
Freight, Insurance, &c. on Gold,	-	-	-	-	95	9	11
Stamp Duty on Bill, £10,000 Sterling, sold in London at 8 per cent. <i>par</i> ,	-	-	-	-	2	14	0
J. & A. M. Millan, No. 162, for printing Debentures, &c.	-	-	-	-	15	5	0
Payments made to R. Jardine, Esquire, Chief Commissioner of Railways,					250,000	0	0
Payment to R. Jardine, by Warrant, for the purchase of a Bill on London to provide for Railway Iron,	-	-	-	-	22,895	18	2
Sundry charges in B. B. & Co.'s Account for Commission, Discount, Postages, &c., £436 12 8 Sterling, at 8 per cent.	-	-	-	-	523	19	2
Error in B. B. & Co.'s Interest Account for 1857, allowed them, £17 16 2 Sterling,	-	-	-	-	21	7	5
					£278,880	4	7
Balance in hand,	-	-	-	-	88,786	8	7
					£367,666	13	2

IMPOST.

DR.

Balance in hand 31st October 1857,	-	-	-	-	£27,103	3	6
Import Duties, 2½ per cent. -	-	-	-	-	20,418	9	1
Excess in Currency value in Messrs. Baring Brothers and Company's Account, over the par of 8 per cent. on Sterling balance of 1st November 1857, arising from difference in the rates of premium of Exchange and rates credited on dividends paid by Messrs. Baring Brothers and Company, in London,	-	-	-	-	102	11	2
Balance of Interest on last year's balance and previous year,	-	-	-	-	865	3	2
					£48,489	6	11

CR.

Interest and Commission paid in London on Debentures,	-	£22,106	17	7			
Drawbacks on Goods exported,	-	-	563	2	10		
Extra premium beyond 8 per cent. on £20,000 Sterling remitted to London to pay Coupons,	-	-	214	11	7		
Extra premium on sundry amounts paid in London at various times out of Construction Fund.	-	-	189	13	2		
					23,074	5	2
Balance in hand,	-	-	-	-	£25,415	1	9
In hands of Baring and Company,	-	-	£17,862	3	10		
In General Revenues, Saint John,	-	-	7,552	17	11		
					£25,415	1	9

EXPLANATION.

Comparative apparent discrepancy between the Auditor General and Provincial Treasurer, relative to amount paid for Railway operations by the Treasurer for the Fiscal Year.

The Auditor General shews, (see page 31,) as paid by Treasurer, -	-	£273,465	12	11
He also should have shewn as farther sum paid, Warrant favoring J. & A. M'Millan, for blank Coupons on Debentures, -	-		15	5 0
			<hr/>	
			£273,480 17 11	
			<hr/>	

In the above first item is included the sum of £371, being 1½ per cent. additional premium on Warrant purchased for remittance to London of Exchange £19,079 18 6, Sterling, in payment of Iron.

The Treasurer charges, (see page 13,) - - - - - £272,999 17 11

Add the following—

1½ per cent. premium above 8 per cent. additional, at which the Bill referred to was purchased, - - - - - 371 0 0

Also the following Warrants, carried to Account for general services, instead of Railway Construction Account :—

No. 237, G. L. Hatheway,	} For services as Directors of Saint Andrews and Quebec Railroad.	} £25 0 0	}	£25	0	0										
255, T. B. Wilson,							}	}	30	0	0					
434, G. L. Hatheway,												}	}	25	0	0
452, T. B. Wilson,																	}	}	30	0	0
						110 0 0										
						<hr/>										
						£273,480 17 11										
						<hr/>										

EXPLANATION.

Apparent discrepancy between the Auditor General and Provincial Treasurer shewn and disposed of.

By the Treasurer's Account Railway Construction, page 45, it is shewn that the sum he has paid for Railway Construction is - - - - - £273,782 8 5

Add the two amounts shewn as additional, see preceding Account, - - - - -	£371	0	0	
	110	0	0	481 0 0
				<hr/>
				£274,263 8 5

Deduct paid otherwise than by Warrant for 1858, viz :—(See page 45.)

£129	0	0
10	0	0
95	9	11
2	14	0
523	19	2
21	7	5
		<hr/>
		782 10 6
		<hr/>
		£273,480 17 11
		<hr/>

The items of £10 and £35, as paid G. L. Hatheway, Government Railroad Director, should be carried to Ordinary Services from Railway Construction if the charge for £110 should remain as stated above, against the Ordinary Service Account, as classed by the Treasurer.

If the classification as made by the Auditor be correct, the £110 must be transferred from the Revenue Account to the Construction Account.

J. R. PARTELOW, *Aud. Gen.*

Audit Office, 7th February 1859.

PENSIONS TO OLD SOLDIERS AND WIDOWS.

Report upon Accounts furnished by Clerks of the Peace for the Distribution of Pensions to Old Soldiers, and Widows of Old Soldiers.

No. 1. WM. T. WILMOT.—VICTORIA.		
Warrant No. 376, 1858,	-	£10 0 0
Paid Elizabeth Wright,	-	£10 0 0
No. 2. GEORGE J. DIBBLEE.—YORK.		
Warrants No. 158 & 339, 1858,	-	£70 0 0
Expenditure. (7 Widows,)	£69 15 0	
Fees charged on 2 Pensions paid in March and February, 1858,	0 5 0	
	<u>£70 0 0</u>	
No. 3. WELLINGTON HATCH.—CHARLOTTE.		
Unexpended, Warrant No. 416 of 1857,	-	£50 0 0
Warrants No. 280 & 478, of 1858,	-	80 0 0
		<u>£130 0 0</u>
Expenditure 1858, (3 Widows.)	-	80 0 0
		<u>£50 0 0</u>
Still unaccounted for,		
		<u>£50 0 0</u>
<p>Mr. Hatch states that he transmitted an account for the Expenditure of Warrant 416, of 1857; it did not reach the Audit Office.</p>		
No. 4. A. K. S. WETMORE.—CARLETON.		
Warrants No. 148 & 344, of 1858,	-	£40 0 0
Expenditure, (4 Widows,)	-	£40 0 0
No. 5. E. B. SMITH.—KING'S.		
Warrant No. 11, of 1858,	-	£10 0 0
Expenditure—Hannah Whiting.	-	£10 0 0
No. 6. T. R. WETMORE.—QUEEN'S.		
Warrant No. 389, of 1858,	-	£10 0 0
Expenditure—Catharine Thorne,	-	£10 0 0
No. 7. GEORGE J. BLISS.—SUNBURY.		
Warrant No. 114, of 1858,	-	£10 0 0
Expenditure—Priscilla Grass,	-	£10 0 0
No. 8. E. B. CHANDLER.—WESTMORLAND.		
Warrants No. 242, of 1857, and No. 345, of 1858,	-	£30 0 0
Expenditure—P. Carroll, E. Godin,	-	£30 0 0
No. 9. SAMUEL THOMSON.—NORTHUMBERLAND.		
Warrants No. 135 & 389-1, of 1858,	-	£40 0 0
Expenditure—(4 Widows,)	-	£40 0 0

Warrants on this Account issued to Clerks of the Peace in 1858 to the amount of £300, all of which has been accounted for.

J. R. PARTELOW, A. G.

BUOYS AND BEACONS.

Report upon Accounts from Commissioners of Buoys and Beacons.

No. 1. ZACHARIAH CHIPMAN.—Saint Stephen.

In hand December 1857, - - - - -	£109	4	11	
Received in 1858,—				
From Robert Watson, - - - - -	67	8	7	
“ J. Grimmer, - - - - -	10	3	2	
				£186 16 8
Expenditure, and Commission on £19 17 6, - - - - -				21 17 3
				£164 19 5

Mr. Chipman states that it is intended to construct a large Beacon near Saint Stephen next Summer with the above funds.

No. 2. WILLIAM WHITLOCK.—Saint Andrews.

In hand December 1856, - - - - -	£0	17	4	
Received from Mr. Jack, in 1847, - - - - -	25	0	0	
				£25 17 4
Expenditure per Account in 1857 and 1858, and Commission £25, - - - - -				42 11 0
				£16 13 8

No. 3. WILLIAM NAPIER AND TWO OTHERS.—Bathurst.

Received from Joseph Read, 1858, - - - - -	£41	7	7	
Over-expenditure 1857, - - - - -	£39	2	2	
Expenditure and Commission 1858, per Account, - - - - -	24	13	3	
				63 15 5
Over-expended per Account, - - - - -				£22 7 10

No. 4. DONALD STEWART.—Dalhousie.

Received from Dugald Stewart, 1858. - - - - -	£34	8	11	
Over-expended to December 1857, - - - - -	£5	15	9½	
Expenditure and Commission 1858, per Account, - - - - -	34	2	10	
				39 18 7½
Over-expenditure per Account, - - - - -				£5 9 8½

No. 5. MARTIN CRANNEY & GEORGE J. PARKER.—Miramichi.

In hand December 1857, - - - - -	£264	9	0½	
Received in 1858,—				
From John T. Williston, - - - - -	125	13	8	
“ Richard Sutton, - - - - -	184	19	9	
For Lumber, - - - - -	0	2	0	
				£575 4 5½
Expenditure and Commission, per Account, - - - - -				233 15 5½
				£341 9 0

No. 6. SILVANUS POWELL & L. P. W. DESBRISAY.—Richibucto.

In their hands they state, January 1858, - - - -	£306 8 4½	
Paid them in February 1858, - - - -	4 11 7½	
“ “ December 1858, by Deputy Treasurer Livingstone, 44 2 10		
		<u>£355 2 10</u>
Expenditure in 1858, per Account, - - - -		43 7 0
		<u>£311 15 10</u>
In hands of Commissioners, per Account, December 20, 1858, - -		
The Commissioners or the late Deputy Treasurer Weldon, have £12 0 8		
more in hand, - - - -		12 0 8
		<u>£323 16 6</u>

The Account is unvouched,

No. 7. R. C. SCOVIL & JAMES MILNE.—Shediac.

In hand December 31st 1851, - - - -	£7 17 7	
Received from Deputy Treasurer, Shediac, from January 1st 1852, to December 31st 1857, - - - -	305 18 0	
		<u>£313 15 7</u>
Expenditure and Commission during the six years ending December 31st, 1857, - - - -		142 13 4
		<u>£171 2 3</u>

The Commissioners state that they contemplate expending the above Balance in the erection of a Ballast Wharf.

No. 8. R. C. SCOVIL & CHARLES S. THEAL.—Shediac.

In hand January 1858, - - - -	£171 2 3	
Received from Mr. Hanington in 1858, - - - -	47 14 8	
		<u>£218 16 11</u>
Expenditure and Commission, - - - -		37 7 0
		<u>£181 9 11</u>

The Commissioner for Shippegan has not accounted for 1858. The Commissioner for Buctouche has not accounted since the close of 1855, balance then in his hands, £22 10 5.

J. R. PARTELOW, *Aud. Gen.*

INDIAN COMMISSIONERS.

Report upon Accounts furnished by Indian Commissioners, from November 1, 1857, to October 31, 1858.

No. 1. W. SALTER & E. WILLISTON.—Northumberland.

Warrants No. 304-5, £75; and 377, £10, 1858,	-	-	-	-	£85 0 0
Expenditure—4 Chiefs and 392 Indians, 1858,	-	-	-	-	£85 0 0

No. 2. J. B. TOLDERVY.—York.

Warrant 304-3, 1858,	-	-	-	-	£30 0 0
From Civil List, 1858,	-	-	-	-	60 0 0
					£90 0 0
Over-expended 1857,	-	-	-	-	£12 16 2
Expenditure and Commission, 1858;	-	-	-	-	78 4 2
					91 0 4
Over-expended,	-	-	-	-	£1 0 4

No. 3. REV. F. LAFRANCE.—Dorchester.

Warrant 304-13, 1858,	-	-	-	-	£15 0 0
Over-expended 1857,	-	-	-	-	£4 17 3
Expenditure 1858;	-	-	-	-	10 10 0
					15 7 3
Over-expended,	-	-	-	-	£0 7 3

No. 4. REV. JOHN A. MOONEY, Shediac.

Received from Mr. Hanington, Warrant 254-5 of 1856,	-	-	-	-	£17 10 0
And Warrant 341-3 of 1857,	-	-	-	-	15 0 0
					£32 10 0
Expenditure as detailed in Accounts,	-	-	-	-	£32 10 0

No. 5. A. C. HAMMOND.—Grand Falls, Victoria.

Warrant 304-2 of 1858,	-	-	-	-	£12 10 0
Expenditure and Commission,	-	-	-	-	£12 10 0

No. 6. W. BAYARD.—Saint John.

Warrant 304-9 of 1858,	-	-	-	-	£7 10 0
Expenditure,	-	-	-	-	£7 10 0

No. 7. S. L. BISHOP & JAMES HICKSON.—Gloucester.

Short-expended 1857,	-	-	-	-	£2 19 1
Warrant 304-8 of 1858,	-	-	-	-	10 0 0
					£12 19 1
Expenditure,	-	-	-	-	10 9 1½
Short-expended,	-	-	-	-	£2 9 1½

No. 8. ANDREW BARBERIE.—Restigouche.

Warrants No. 7 and 304-12 of 1858, £20 each,	-	-	-	-	£40 0 0
Over-expended, January 1857,	-	-	-	-	£12 8 5
Expenditure 1858;	-	-	-	-	14 16 11
					27 5 4
Short-expended,	-	-	-	-	£12 14 8

Unaccounted for Warrants of 1858.

304-1, Hon. Francis Rice, - - - - -	£7 10 0
" 7, Rev. F. Gauvreau, - - - - -	10 0 0
" 10, Richard E. Steeves, - - - - -	7 10 0
" 11, Hon. D. Wark says he has expended the Grant, and will account on his return home, - - - - -	30 0 0
367, Hon. Francis Rice, - - - - -	10 0 0
	£65 0 0

J. R. PARTELOW, *Aud. Gen.*

INDIAN RESERVE FUND.

Report upon Accounts furnished by Commissioners for the Indian Reserve Fund.

No. 1. WILLIAM SALTER.—Northumberland.

Receipts for Stumpage in 1857, - - - - -	£19 17 8	
Land sold in 1858, - - - - -	53 16 3	
		£73 13 11
Commissioner's expenses, 12 days, - - - - -	£12 0 0	
Commission on £73 13 11, - - - - -	3 13 8	
Remitted Treasurer in 1857, - - - - -	8 0 0	
Remitted, he states, in 1859, - - - - -	50 0 3	
		£73 13 11

No. 2. WILLIAM SALTER & EDWARD WILLISTON.—Northumberland.

To Warrant 191, 1858, Indian Reserve Fund, - - - - -	£27 5 0
Expenditure, - - - - -	£27 5 0

Mr. Hanington received and paid Mr. Mooney £15, Warrant 304-6 for 1858; this has not yet been accounted for by Mr. Mooney.

No. 3. S. L. BISHOP & WILLIAM NAPIER.—Gloucester.

Receipts for Land sold in 1857, - - - - -	£32 8 2½	
" " " 1858, - - - - -	95 15 5½	
		£128 3 8
Expenses and Commission, - - - - -	£11 0 2	
Paid Treasurer in 1858, - - - - -	82 16 0	
" " they state in November 1858, - - - - -	34 7 6	
		£128 3 8

No. 4. JOHN DIBBLEE.—Carleton.

In hand December 1857, - - - - -	£0 4 9	
Warrant 304-4 of 1858, a donation, - - - - -	10 0 0	
" 411 - - - - -	5 0 0	
Stumpage, £17 7 4; Rent, £1 5s. - - - - -	16 12 4	
		£31 17 1
Commission and Expenses, - - - - -	£1 12 4	
Provisions, &c., for Indians, - - - - -	28 16 3½	
Remitted Treasurer, - - - - -	1 3 0	
		31 11 7½
Short-expended, - - - - -		£0 5 5½

J. R. PARTELOW, *Aud. Gen.*

POST OFFICE ACCOUNTS.

Audited Abstract of the Accounts of the Postmaster General, for the Thirteen Months ending the 31st day of October 1858.

RECEIPTS.

Postage collected, and Sale of Stamps at Saint John,—

No. 1.	Quarter ending 31st December 1857,	-	-	£981	1	8½
2.	“ “ 31st March 1858,	-	-	868	5	9
3.	“ “ 30th June “	-	-	949	2	1
4.	Four Months ending 31st Oct. “	-	-	1,269	15	6½
				£4,068	5	1

Postage collected, and Sale of Stamps at Country Offices,—

No. 1.	Quarter ending 31st December 1857,	-	-	£1,372	10	1½
2.	“ “ 31st March 1858,	-	-	1,486	19	11½
3.	“ “ 30th June “	-	-	1,408	15	3
4.	Four Months ending 31st Oct. “	-	-	1,913	11	11½
				6,181	17	3½

From the Treasury,—

No. 1.	Quarter ending 31st December 1857, Warrants 423, 427, 448, Series 1857,	-	-	£1,089	10	0
	Warrants No. 1 and 47, Series 1858,	-	-	530	0	0
				£1,619	10	0
2.	Quarter ending 31st March 1858,—					
	Warrants No. 103, 142, and 150, of 1858,	-	-	2,389	18	1
3.	Quarter ending 30th June 1858,—					
	Warrants No. 222, 253, and 279, of 1858,	-	-	1,500	0	0
4.	Four Months ending 31st October 1858,—					
	Warrants 236, 359, 405, 480, and 500, of 1858,	-	-	3,012	16	10
				8,522	4	11
No. 4.	Balance of errors against Deputies,	-	-	-	5	1
	Money in Dead and Returned Letters,	-	-	-	5	4
	Picked up in Post Office, Saint John,	-	-	-	0	5
				£18,782	17	9½

EXPENDITURE.

Over-expenditure, 30th September 1857, - - - - - £282 15 11

Salaries and Commissions,—

No. 1.	Quarter ending 31st December 1857,	-	-	£1,168	12	4
2.	“ “ 31st March 1858,	-	-	1,111	1	4½
3.	“ “ 30th June “	-	-	1,105	8	11
4.	Four Months ending 31st Oct. “	-	-	1,475	2	3
				4,860	4	10½

Travelling Charges,—

No. 1.	Quarter ending 31st December 1857,	-	-	£54	7	6
2.	“ “ 31st March 1858,	-	-	20	0	0
4.	Four Months ending 31st Oct. “	-	-	46	3	0
				120	10	6

Conveyance of Mails and Allowance for Ship Letters,—

No. 1.	Quarter ending 31st December 1857,	-	-	£2,054	17	2
2.	“ “ 31st March 1858,	-	-	1,808	17	6½
3.	“ “ 30th June “	-	-	2,009	10	9
4.	Four Months ending 31st Oct. “	-	-	2,748	13	6
				8,621	18	11½

Carried forward, £18,885 10 3

			Brought forward, - - -	£13,885 10 3
Contingent Expenditure,—				
No. 1.	Quarter ending 31st December 1857,	- -	£270 9 1	
2.	“ “ 31st March 1858,	- -	383 1 4	
3.	“ “ 30th June “	- -	259 18 9½	
4.	Four Months ending 31st Oct. “	- -	405 7 3	
			1,318 16 5½	
Remittances to England—Packet Postage,—				
No. 2.	Quarter ending 31st March 1858, (Postage to 30th September 1857.)	- -	£1,369 18 1	
4.	Four Months ending 31st October 1858, Postage to 31st May 1858,	- -	931 16 10	
			2,301 14 11	
No. 4.	Balance of errors to credit of Deputies,	- -	12 9 5	
			£17,518 11 0½	
			1,264 6 9	
			£18,782 17 9½	

The Salary of the Postmaster General is not included in this Account. The Receipts for Postage include £1,346 4 9 Currency, British proportion of Packet Postage calculated at 8 per cent. premium on Bills. The sum of £931 16 10 was paid to the Commissariat during the four months ending 31st October 1858, for Packet Postage to the 31st May 1858, at the rate of plus 11 per cent. premium. The proportion accruing from June 1st to October 31st, forms part of the balance on hand at the latter period, and has been paid over since the close of the Fiscal Year.

March 8, 1859.

J. R. PARTELOW, *Aud. Gen.*

AGRICULTURAL SOCIETIES.

Report upon Accounts furnished by Treasurers of Agricultural Societies.

No. 1. J. M. STEVENS.—Harvey, Albert.

In hand, January 1858,	£23	15	0	
Warrant No. 189, for 1857,	45	0	0	
Paid by 60 Subscribers for 1858,	15	0	0	
Other Receipts,	3	14	0	
				£87 9 0
Expenditure,—				
Premiums paid,	£29	4	6	
Stock £2 5s., Implements £2 5s.	4	10	0	
Salaries, Contingencies,	7	14	11	
				41 9 5
In hand, November 1858,				£45 19 7
Viz.—Cash £27 11 9: Notes and Accounts £18 7 10,				£45 19 7

No. 2. J. N. CHAPMAN.—Turtle Creek.

Received from Treasurer, February 1857,	£13	10	0	
Subscriptions for 1857,	15	15	0	
Grant for 1856, No. 81 of 1857,	45	15	0	
				£75 0 0
Expenditure,—				
Seeds £7 5s., Implements £8 10s.,	£15	15	0	
Stock £28, Premiums £9 14s.,	37	14	0	
Salaries, Contingencies,	4	5	8	
				57 14 8
Cash in hand, November 1857,				£17 5 4

No Account was furnished for 1856. The Implements were Seed Sowers, County made. The Law says that Stock, &c. should be *introduced*. An Account for 1858 was received in February 1859, but being unsatisfactory, it was sent back for amendment.

No. 3. ROBERT WATSON.—Saint Croix, Charlotte.

In hand, December 1857,	£91	1	3½	
Warrant No. 471, 1858, for 1857,	50	0	0	
Subscriptions 1857,	19	15	0	
Sale of Seeds,	10	15	8½	
Contingent Receipts,	7	13	0	
				£179 5 0
Expenditure,—				
Premiums £43 5s., Seeds £8 5s.,	£51	10	0	
Salaries, incidental,	11	9	6	
				62 19 6
In Treasurer's hands, December 1st, 1858,				£116 5 6

No. 4. RICHARD DYER.—Saint Patrick.

In hand, he says, December 1857,	£30	2	8	
Grant for 1856-7, No. 294, 1858,	50	0	0	
Subscriptions 1858,	15	0	0	
Sales Grass Seed,	3	3	5	
Refunded advance for Threshing Machine,	24	4	0	
				£122 10 1
<i>Carried forward,</i>				

				<i>Brought forward,</i>	£122 10 1
<i>Expenditure,—</i>					
For Grass Seed,	..	..	..	30 0 0	
“ Threshing Machine,	..	..	..	64 3 6	
“ Premiums,	..	..	..	22 13 0	
“ Salaries, Contingencies,	..	..	..	7 11 10½	
				<hr/>	124 8 4½
Due the Treasurer by his Account,	..	..	..		£1 18 3½

He says he has Notes in his hands for £51 19 11½. His predecessor shewed a balance of £107 1 11½ in hand in December 1857. An explanation was written for in January, 1859; the answer received did not give the information sought for, and the President has been again written to.

No. 5. WELLINGTON HATCH.—Charlotte County.

In hand, January 1857,	..	..	..	£56 0 9	
Legislative Grant for 1856,	..	..	..	45 0 0	
Subscription 60 Members, 1857,	..	..	..	15 0 0	
Use of Horse,	..	..	..	12 0 0	
Sales of Seeds, £43 10 3; Stock, £3 4 8,	..	..	..	46 14 11	
Debts paid, £13 4 1; Interest, £8 16 10,	..	..	..	22 0 11	
				<hr/>	£196 16 7
<i>Expenditure,—</i>					
Seeds, £44 8s. Implements, £4 16 3,	..	..	..	£49 4 3	
Keeping Stock, £13 15s. Premiums, £20 2 6,	..	..	..	33 17 6	
Agricultural Papers, Advertising,	..	..	..	11 16 9	
Salaries, Contingencies,	..	..	..	15 8 11½	
				<hr/>	110 7 5½
In Treasurer's hands, January 1858,	..	..	..		£86 9 1½
Also, £87 1 7 on hand in Notes.					

No. 6. RICHARD M'GEE.—Saint George and Pennfield.

In hand, January 1858,	..	..	..	£41 15 3	
Legislative Grant for 1857, 436 of 1858,	..	..	..	45 0 0	
Subscriptions for 1858, 60 Members,	..	..	..	15 0 0	
Proceeds sales Grass Seed,	..	..	..	24 5 0	
				<hr/>	£126 0 3
<i>Expenditure,—</i>					
Grass Seed, £24 5s. Premiums, £8 15s.	..	..	..	£33 0 0	
Salaries, Contingencies,	..	..	..	9 10 9	
				<hr/>	42 10 9
In Treasurer's hands, January 1859,	..	..	..		£83 9 6

No. 7. THOMAS ALLAN.—Simonds, Saint John.

In hand, December 1856,	..	..	..	£17 0 0	
Warrant for 1855, No. 163 of 1856,	..	..	..	100 0 0	
				<hr/>	£117 0 0
<i>Expenditure,—</i>					
Premiums and Contingencies of 1855, not previously charged,					122 19 3
Over-expended,	..	..	..		£5 19 3

No. 8. JOHN DUNCAN.—Saint John and Golden Grove.

In hand, December 1857,	..	..	..	£129 9 3½	
Provincial Grant for 1857, No. 141 of 1858,	..	..	..	£130 0 0	
Subscriptions, 1858,	..	..	..	49 3 5	
				<hr/>	179 3 5
					£308 12 8½

Carried forward,

		<i>Brought forward,</i>	£308 12 8½
<i>Expenditure,—</i>			
Premiums,	..	£137 5 0	
Printing, Agricultural Papers, &c.	..	14 16 1½	
Secretary's Salary,	..	20 0 0	
			172 1 1½
Balance in hand, December 1858,	..		£136 11 7

No details are given—they have been called for; if the Premiums were all for 1858, the amount is greater than the Law allows.

No. 9. WILLIAM M'GEE.—Wakefield and Brighton, Carleton.

In hand, December 1856,	..		£71 13 4
Warrant No. 364 of 1857, for 1856,	..	£100 0 0	
Subscription, 1857,	..	45 4 0	
Seeds and Implements sold, 1857,	..	35 13 9	
			180 17 9
			£252 11 1

<i>Expenditure,—</i>			
Premiums paid, 1857,	..	£45 4 0	
Seeds and Implements,	..	33 5 2	
Commissions, Contingencies,	..	9 19 3	
			88 8 5
In hand, April 1858,	..		£164 2 8

No. 10. WILLIAM N. MALLORY.—Wakefield and Brighton.

In hand, April 1858,	..		£164 2 8
Subscriptions for 1858,	..	£45 0 0	
Warrant No. 60 of 1859, for 1857,	..	100 0 0	
Seed and Implements sold,	..	17 0 0	
			162 0 0
			£326 2 8

<i>Expenditure,—</i>			
Premiums 1858,	..	£42 6 3	
Seeds imported,	..	7 17 6	
Salaries, Contingencies,	..	11 16 6	
			62 0 3
On hand, January 1st, 1859,	..		£264 2 5

No. 11. WILLIAM NAPIER.—Bathurst, Gloucester.

In hand, January 1858,	..		£12 12 4
Warrant No. 93 of 1858, for 1857,	..		65 5 0
			£77 17 4

No. 12. HUMPHREY SMITH.—Upham, King's.

In hand from 1857,	..		£27 12 4
Grant for 1857, No. 84, of 1858,	..	£50 0 0	
Subscriptions 1858,	..	15 0 0	
Proceeds sales Stock and Seeds,	..	24 15 0	
			89 15 0
			£117 7 4

<i>Expenditure,—</i>			
Seeds £16 10s.; Stock £38 12 6,	..	£55 2 6	
Keeping Stock £13; Contingencies 20s.,	..	14 0 0	
Premiums,	..	15 13 1½	
			84 15 7½
In hand in Notes and Cash, December 1858,	..		£32 11 8½

No. 13. DANIEL SHECK, JOSEPH HUGARD, AND D. K. CAMPBELL.—Sussex,
Studholm, Norton, and Campbell.

In hand, December 1857,	..	..	..	£25 13 1
Subscriptions 1858,	..	..	..	£24 0 0
Warrant for 1857, No. 270, of 1858,	..	..	..	50 0 0
Use of Horse and Stock, ..	..	..	..	27 12 7
				<hr/>
				101 12 7
				<hr/>
				£127 5 8
Expenditure,—				
Stock £69 3 8; keeping Stock £11 11 3,	..	..	..	£80 14 11
Contingencies, ..	..	..	..	15 7 0
				<hr/>
				96 1 11
				<hr/>
				£31 3 9
				<hr/>

In hand, divided amongst the three Treasurers, ..

Sub-divisions of the funds I consider objectionable; they should be kept in the hands of one Treasurer.

No. 14. SAMUEL HALLETT.—Central.

In hand, January 1858, per Account,	..	..	..	£46 8 0½
Subscriptions 1858,	..	..	..	£15 10 0
Grass Seed sold,	..	..	..	9 6 10
				<hr/>
				24 16 10
				<hr/>
				£71 4 10½
Expenditure,—				
Premiums £24 16 3½; Seeds £15,	..	..	..	£39 16 3½
Contingencies, (no detail), ..	..	..	..	14 13 4½
				<hr/>
				54 9 8
				<hr/>
In hand, per Account,	..	..	..	£16 15 2½
Add Warrant 339, of 1856, not credited,	..	..	..	39 0 0
				<hr/>
				£55 15 2½
				<hr/>

An amended Account written for.

No. 15. SETH ERB.—Union.

In hand, January 1858,	..	..	..	£18 10 1
Grant for 1858, Warrant No. 10, of 1859,	..	..	..	£45 0 0
Subscriptions 1858,	..	..	..	15 0 0
Sales of Stock, &c. ..	..	..	..	25 4 5
				<hr/>
				85 4 5
				<hr/>
				£103 14 6
Expenditure,—				
For Stock, ..	..	..	..	£25 0 0
Salaries, Contingencies, ..	..	..	..	17 15 2
				<hr/>
				42 15 2
				<hr/>
				£60 19 4
				<hr/>

No. 16. GEORGE KERR.—Chatham, Northumberland.

In hand, January 1858,	..	..	..	£96 2 0½
Grant 1857, Warrants 173 & 183, of 1858,	..	..	..	£103 0 0
Subscriptions and Donations, 1858,	..	..	..	26 3 5
Proceeds sales of Lime and Seeds,	..	..	..	80 15 6½
Do. of Prizes sold, ..	..	..	..	18 9 5
				<hr/>
				228 8 4½
				<hr/>
				£324 10 5

Carried forward,

				<i>Brought forward,</i>	£324 10 5
Expenditure,—					
For Seed and Lime,	..	..	..	£93 18 0	
Premiums,	..	..	..	75 4 6	
Contingences,	..	..	..	12 18 2	
Salaries and Printing,	..	..	..	29 10 5	
				<hr/>	211 11 1
In hand, January 1859,	..	..	..		<hr/><hr/>£112 19 4
No. 17. JAMES JOHNSTON.—Alwrick.					
In hand, January 1858,	..	..	..		£24 16 1
Subscriptions, 1858,	..	..	..	£15 5 0	
Grants for 1858, Warrant No. 182,	..	..	..	45 15 0	
Seeds and Implements sold,	..	..	..	7 13 1	
				<hr/>	68 13 1
					<hr/> <hr/> £93 9 2
Expenditure,—					
Seeds £18 3 7; Premiums £54 10 6,	..	..	..	£72 14 1	
Salaries £12 10 10; Contingencies £4,	..	..	..	16 10 10	
				<hr/>	89 4 11
In hand, January 1st, 1859,	..	..	..		£4 4 3
He also credits Subscriptions and Donations for 1859 paid him in January 1859,	..	..	..		21 10 0
					<hr/> <hr/> £25 14 3
No. 18. WM. SWIM.—Blissville, Ludlow, and Blackville.					
In hand, January 1856,	..	..	..		£79 16 5
Warrant No. 144, of 1856,	..	..	..	£66 0 0	
Subscriptions, 1858,	..	..	..	28 5 0	
Do. in January 1859,	..	..	..	8 10 0	
Proceeds of sale Stock imported,	..	..	..	5 14 6	
				<hr/>	108 9 6
					<hr/> <hr/> £188 5 11
Expenditure,—					
On account of Agricultural School and place of annual Exhibition,	..	..	..	£50 16 0	
Premiums, £35 5 2; Stock, £15 15s.	..	..	..	51 0 2	
Seed Wheat, in January 1859,	..	..	..	12 10 0	
Salaries, Contingencies,	..	..	..	13 2 3	
				<hr/>	127 8 5
On hand in Savings Bank,	..	..	..		<hr/><hr/>£60 17 6
The Contingencies comprises 30s. paid for "use of premises," after the Society had paid £50-16s. for premises; explanation called for.					
No. 19. GERMAIN WHITE.—Carleton, Kent.					
In hand, January 21st, 1857,	..	..	..		£24 10 8
Subscriptions, 1857,	..	..	..	£20 0 0	
Proceeds sale of Seeds,	..	..	..	27 6 3	
Warrants for 1856 and prior,	..	..	..	111 5 0	
				<hr/>	158 11 3
					<hr/> <hr/> £188 1 11
Expenditure,—					
Seeds and Implements,	..	..	..	£123 14 2	
Premiums,	..	..	..	19 15 6	
Salaries, Contingencies,	..	..	..	19 0 0	
				<hr/>	162 9 8
In hand, January 1858,	..	..	..		<hr/><hr/>£20 12 3

No. 20. WM. RAYMOND.—Carleton, Kent.

In hand, January 1853,	..	..	..	..	£20 12 3
Subscriptions do.	..	..	..	£16 5 0	
Seeds sold do.	..	..	..	16 9 10	
				<hr/>	32 14 10
					<hr/>
					£53 7 1
Expenditure,—					
Seeds, £9 12 3; Premiums, £21 8 8,	..	..	..	£31 0 11	
Salaries, Contingencies,	..	..	..	16 17 6	
				<hr/>	47 18 5
					<hr/>
In hand, January 1859,	..	..	..		£5 8 8

No. 21. JOHN BRAIT.—Kingston, Kent.

In hand, January 1853,	..	..	..	..	£13 19 6
Grant for 1857, Warrant 204, of 1858,	..	..	..	£55 10 0	
Subscriptions for 1853,	..	..	..	19 5 0	
Seeds, £55 5 7; Lime, £75 16 8,	..	..	..	131 2 3	
				<hr/>	205 17 3
					<hr/>
					£219 16 9
Expenditure,—					
Seeds, £59 9 7; Premiums, £17 2 6,	..	..	..	£76 12 1	
Limestone, and burning it,	..	..	..	103 10 8	
Salaries, Contingencies,	..	..	..	14 2 9	
				<hr/>	194 5 6
					<hr/>
In hand, January 1859,	..	..	..		£25 11 3
Viz :—With Treasurer Brait,	..	..	..	£12 16 7½	
Do. ex-Treasurer Main,	..	..	..	12 14 7½	
				<hr/>	£25 11 3

No. 22. DUGALD STEWART.—Restigouche.

In hand, January 1857,	..	..	..	..	£37 2 6
Grant for 1856, No. 38, of 1857,	..	..	..	£150 0 0	
Supplementary Grants for Stock,	..	..	..	186 17 7	
Proceeds sales Stock, Seeds, &c.	..	..	..	261 9 8	
Subscriptions and Donations, 1857,	..	..	..	101 14 11	
				<hr/>	700 2 2
					<hr/>
					£737 4 8
Expenditure,—					
Seed and Stock imported,	..	..	..	£660 3 9	
Premiums,	..	..	..	80 11 0	
Printing, Contingencies, Commission,	..	..	..	57 8 3	
				<hr/>	798 3 0
					<hr/>
Over-expended to November 12th, 1857,	..	..	..		£60 18 4

No. 23. DUGALD STEWART.—Restigouche.

Grant for 1857, Warrants 28 & 208, of 1858,	..	..	..	£200 0 0	
Subscriptions 1858,	..	..	..	50 0 0	
Sales of Seeds £25 13s.; other Assets 15s.,	..	..	..	26 8 0	
				<hr/>	£276 8 0
Expenditure,—					
Over-expended to November 12th, 1857,	..	..	..	£60 18 4	
Balance on Stock imported in 1857,	..	..	..	218 11 6	
Premiums £91 1 9; Seeds £29 6 11,	..	..	..	120 8 8	
Commissions, Contingencies,	..	..	..	16 16 3	
				<hr/>	416 14 9
					<hr/>
Over-expended to December 1st, 1858,	..	..	..		£140 6 9

No. 24. DAVID CHAPMAN.—Dorchester, Westmorland.

In hand, December 1857,	..	..	..	£29 17 1½
Grant for 1857, Warrant 249, of 1858,	..	..	..	£45 0 0
Subscriptions for 1858,	..	..	..	15 0 0
Seeds sold,	..	..	..	54 6 7½
Bull sold,	..	..	..	9 10 0
				<hr/>
				123 16 7½
				<hr/>
				£153 13 9
Expenditure,—				
Seeds £63 12 5½; Premiums £21 1 6,	..	..	..	£84 13 11½
Wintering and Summering Bull,	..	..	..	9 10 0
Services of Bull,	..	..	..	3 0 0
Salaries, Contingencies,	..	..	..	12 4 3—
				<hr/>
				109 8 2½
				<hr/>
In hand, December 1858,	..	..	..	£44 5 6½

No. 25. JOSEPH C. HARPER.—Botsford and Westmorland.

Grant for 1857, No. 205, of 1858,	..	..	..	£49 10 0
Subscriptions, 1858,	..	..	..	15 15 0
Seeds sold,	..	..	..	23 7 8
				<hr/>
				£88 12 8
Expenditure,—				
Over-expended 1857. per Audit,	..	..	..	£12 10 0
Seeds £14 2 1; Premiums £25 10s.,	..	..	..	39 12 1
Salaries, Contingencies,	..	..	..	11 11 0—
				<hr/>
				63 13 1
				<hr/>
In hand, October 31st, 1858,	..	..	..	£24 19 7

No. 26. JOSEPH F. ALLISON.—Sackville and Westmorland.

In hand, January 1858,	..	..	..	£118 9 5
Grant for 1857, No. 240, of 1858,	..	..	..	£100 0 0
Subscriptions, 1858,	..	..	..	34 0 0
Seeds sold,	..	..	..	44 2 0
				<hr/>
				178 2 0
				<hr/>
				£296 11 5
Expenditure,—				
Wintering and Summering Bulls.	..	..	..	£49 12 6
Seeds £33 5 7½; Premiums £56 0 6,	..	..	..	89 6 1½
Salaries, Contingencies,	..	..	..	6 13 9—
				<hr/>
				145 12 4½
				<hr/>
In hand, November 1858,	..	..	..	£150 19 0½

The Auditor objects to the charge of £49 12 6; he cannot find that it is authorized by the Agricultural Act. The Dorchester Society, and the Upham and Sussex Societies, have similar charges, but for smaller amounts. I consider them all objectionable; when introduced into the Province the Stock should, I consider, be sold by auction, conditioned not to be exported.

No. 27. ASA SMITH.—Queen's County.

In hand, Cash, Seed, Implements, December 1856,	..	..	..	£111 15 10½
Subscriptions, 1857,	..	..	..	£15 5 0
Grant for 1857, Warrant No. 278, of 1858,	..	..	..	45 15 0
				<hr/>
				61 0 0
				<hr/>
				£172 15 10½
Expenditure 1857 and 1858,—				
Salaries and Contingencies,	..	..	..	£24 6 11
Losses on Auction Sales, and a Ram died,	..	..	..	12 10 9½—
				<hr/>
				36 17 8½
				<hr/>
In hand, December 1858, in Cash, Stock and Implements,				£135 18 2

Mr. Smith's Accounts have been kept by a system of Double Entry that I do not approve of; the President has promised that the system shall be simplified hereafter.

No. 28. WILLIAM BURPE.—Sunbury.

In hand, December 1857,	..	..	..	£35 8 7
Subscriptions, 1857, £3 15s.; 1858, £31 15s.	..	..	£35 10 0	
Grant for 1858, Warrant No. 479,	..	..	77 5 0	
Stock sold, (Notes taken,)	..	..	36 7 0	
			<hr/>	149 2 0
				<hr/>
				£184 10 7
Expenditure,—				
Premiums, 1857 and 1858,	..	..	£61 10 3	
Salaries, Contingencies,	..	..	15 18 7½	
Stock purchased,	..	..	60 12 1½	138 1 0
				<hr/>
In hand, December 1858, in Cash and Notes,	..	..		£46 9 7
				<hr/>

No. 29. VITAL HEBERT.—Edmundston. Victoria.

Subscriptions, 1858,	..	..	£18 0 0	
Grant, 1858, Warrant No. 190,	..	..	54 0 0	
Sales of Seeds and Implements,	..	..	37 12 4	
			<hr/>	£109 12 4
Expenditure,—				
Seeds and Implements,	..	..	£100 7 4	
Salaries, Contingencies,	..	..	12 6 3	112 13 7
				<hr/>
Over-expended, by Account,	..	..		£3 1 3
				<hr/>

The Account is unvouched, and not certified by the Committee of Audit; the Treasurer states that £14 of the Funds was stolen from the President, and that the value of the Implements and Seed on hand is £52 9s.; further information has been called for.

No. 30. JOHN A. BECKWITH.—Central, York.

Subscriptions and Donations, 1858,	..	..	£50 0 0	
Warrant 140 of 1858, for 1857,	..	..	124 2 6	
			<hr/>	£174 2 6
Expenditure,—				
Over-expenditure, 1857,	..	..	£0 4 9	
Stock and Implements, including a Bill for £150 Sterling, sent home for Stock, to arrive Spring of 1859,	..	..	214 18 4	
Premiums, £33 7 6; Advertising, £7 1 9,	..	..	40 9 3	
Salaries, Contingencies,	..	..	20 0 0	275 12 4
				<hr/>
Over-expended,	..	..		£101 9 10
				<hr/>

A Warrant, series of 1859, has since issued for £150, to be accounted for in next year's Account.

No. 31. JESSE PICKARD.—Queensbury.

Cash in hand, January 1858,	..	..	..	£22 18 2
Subscriptions, 1858,	..	..	£15 0 0	
Grant 1858, Warrants 25 and 27, of 1859,	..	..	45 0 0	
			<hr/>	60 0 0
				<hr/>
				£82 18 2
Expenditure,—				
Stock, £15; keeping Stock, £7 11 10,	..	..	£22 11 10	
R. Jardine, for Seed charged in 1857 Account, but not paid,	..	..	20 0 0	
Contingencies,	..	..	7 10 7½	50 2 5½
				<hr/>
In Treasurer's hands,	..	..		£32 15 8½
				<hr/>

Also, Cash Balances in hands of different parties, and uncollected moneys for Stock and Seed sold, all which should be paid to the Treasurer, or made use of. The expenditure is unvouched.

Warrants issued in the Years 1856, 1857 and 1858, to Presidents or Treasurers of Agricultural Societies, which have not been accounted for.

1856.	No. 83.	F. Gauvreau, Gloucester,	....	....	£45	0	0	
	160.	C. W. Smith, Shediac,	....	....	32	5	0	
	406.	F. Tibbits, Andover,	....	....	79	10	0	
								£156 15 0
1857.	80.	M. B. Palmer, Albert,	....	....				45 15 0
1858.	212.	John Harper, Carleton County,	....	....	£98	8	9	
	259.	J. Robertson, Cambridge and Waterboro',			40	0	0	
								138 8 9
								<u>£340 18 9</u>

Agricultural Warrants issued in the Year 1858.

Charlotte,	3 Societies,	....	£190	0	0
Restigouche,	1 do. and Branches,	....	200	0	0
Saint John,	2 do.	....	200	0	0
King's,	3 do.	....	150	0	0
Gloucester,	1 do.	....	65	5	0
York,	1 do. and Branches,	....	124	2	6
Northumberland,	2 do.	....	148	15	0
Albert,	2 do.	....	92	5	0
Victoria,	1 do.	....	54	0	9
Kent,	1 do.	....	55	10	0
Westmorland,	3 do.	....	194	10	0
Carleton,	1 do.	....	98	8	9
Queen's,	2 do.	....	85	15	0
Sunbury,	1 do.	....	77	5	0
Total,	....	....	£1,735	16	3

J. R. PARTELOW, *Aud. Gen.*

SUPPLEMENTARY REPORT

Upon Accounts of Deputy Treasurers not hitherto reported upon.

NORTH JOGGINS.—RUFUS COLE.

The Treasurer has credited in his Accounts the present year £4 1 4, not carried to Account in 1857, but then lying in hands not distributed.

He further credits in his Accounts for the present year, as received from Mr. Cole, £6 19 6. *See page 49.*

He also received a remittance from the Deputy Treasurer of £7 14 7, which is not yet carried to Account, not being distributed. *See page 50.* This the Treasurer will credit in his Accounts the present Fiscal Year.

The Receipts by this Officer for the year are as follows :—

Ordinary Revenues,—less Commission,	....	....	£6 17 1
Railway Duties,	do.	....	2 2 11
Light Duties,	do.	....	4 9 7
Sick and Disabled Fund,	do.	....	0 17 9
			£14 7 4

Deduct, credited by Treasurer in Accounts,—

Ordinary Services,	....	....	£4 9 1
Sick and Disabled Seamen,	....	....	0 17 9—
			5 6 10
			£9 0 6
In the hands of the Treasurer, as above,	....	....	7 14 7
			£1 5 11

CARAQUET.—Late Deputy Treasurer JAMES BLACKHALL.

This Officer died about the end of the last Quarter, October 31, 1857. His returns are to 31st July previous, when he had a Balance in hand of £122 2 8. No authentic return has been made of receipts and payments for the Quarter ending 31st October.

From a recapitulation of receipts for the year I have before me, I make the following statement :—

	Receipts for the Year.	Receipts for 9 Months.	Difference.	Duties collected for last Three Months.
Ad-valorem 1 per cent.	£717 0 3	£687 1 8	£29 18 7	£0 6 0
10 "	2,414 9 8	1,952 6 8	467 3 0	46 14 4
15 "	237 18 2	195 4 2	42 14 0	6 8 1
Candles,	1,120 lbs. @ 0 1	1,080 lbs.	40 lbs. @ 0 1	0 3 4
Soap,	2,745 " 0 0½	2,670 "	75 " 0 0½	0 3 2
Tobacco,	2,890 " 0 2	2,527 "	363 " 0 2	3 0 6
Coffee,	315 " 0 1½	260 "	55 " 0 1½	0 6 10
Crushed Sugar,	214 " 0 1	25 "	189 " 0 1	0 15 9
Tea,	1,555 " 0 2	1,385 "	170 " 0 2	1 8 4
Malt Liquors,	15 Gals. 0 6	7 Gals.	8 Gals. 0 6	0 4 0
Rum,	106 " 1 6	...	106 " 1 6	7 19 0
Axes,	38 @ 1 6	14	24 @ 1 6	1 16 0
				£69 5 4

This requires further looking into.

The Account, as at present ascertained, will stand thus :—

Balance in hand 31st July, 1857,	....	....	£122 2 8
Collections last Quarter of the year, not as yet ascertained,	....	....	69 5 4
			£191 8 0
Deduct,—Remitted Beverley Robinson, Esquire, Province Treasurer, now in his hands, not yet distributed, and consequently not carried to Account, but will be the present year,	....	....	73 15 0
			£117 13 0

SACKVILLE.—Late Deputy Treasurer J. C. BLACK.

By a Note appended to my Report laid before the House in the Winter Session, 1857, as follows:—"Mr. J. C. Black held this appointment on the 31st October, 1855, "but he rendered no returns for the Quarter ending that date, neither did he furnish "an annual Account Current. It will be seen by reference to the Audit laid before the "House in 1856, that so far as the Accounts were then in possession of this Depart- "ment, Mr. Black was in arrears £168 13 5. He was superseded, and Mr. Dixon "was appointed in his place. No further Accounts have been furnished by Mr. Black; "he remitted the Treasurer in 1856, £50 on account." This has been duly credited by the Treasurer. Mr. Black stands therefore debtor £118 13 5 balance, so far as the Department have acknowledgments in their possession, besides the Collections he made for last Quarter of 1855, no returns for which have been sent here.

BAY VERTE.—EDWARD WOOD.

This Deputy Treasurer informs me by letter, that he has received no Duties there, the importations being principally from Saint John, where the Duties have been collected. He has, however, during the year, paid into the hands of the Province Treasurer £9 4 10, (*see page 50,*) with which the Treasurer will credit the Province in the present Fiscal Year Accounts.

CAMPO BELLO.—THOMAS MOSES.

No returns from this Officer filed here. By reference to the Treasurer's return, it will appear that he has carried to credit in Account Current, October 31st, 1858, the following sums as received from Mr. Moses:—

Ordinary Service Account, <i>see page 49,</i>	....	....	....	£73	3	2
Railway Impost, do. 45,	....	....	....	16	17	6
Bay Fundy Light Houses, do. 35,	....	....	....	50	17	10
				<hr/>		
				£140	18	6
				<hr/>		

GRAND FALLS.—W. M. MACLAUHLAN, Deputy Treasurer.

No Account Current received from this Officer for 1858. I gather from papers on file received from him the following:—

Ordinary Revenue collected in 1857. No particulars;
no details; carried out in gross, £153 11 0

He charges,—

14 Months' Salary, @ £40 per annum,	....	....	£46	13	4
Warehouse Rent one year,	....	....	12	0	0
Commission, ....	....	....	14	7	0
Remitted Treasurer, ....	....	....	32	7	6
			<hr/>		
			105	7	10
			<hr/>		
Shewing balance in hand,	....	....	£48	3	2
			<hr/>		

Which he states is in Central Bank Notes.

The Treasurer credits as received £30 1 6, in his Accounts for 1857. He also credits in Account as received in 1857, £46 13 4, and which in that year he did not carry to Account, but has done so the present year, the amount not having, in 1857, been then distributed. This makes the moneys received on Account thus far, £76 14s. 10d. In his receipts and payments for 1858, the following is shewn:—

1st Quarter, ending 31st July.

Mrs. Costigan, Duties on Brandy,	....	....	£11	14	7
Do. Whiskey, ....	....	....	9	16	4
			<hr/>		
			£21	10	11

Carried forward,

				<i>Brought forward,</i>	£21 10 11
				<i>2nd Quarter, 30th April.</i>	
Mr. Curran, Alcohol,	....	....	....	£10 3 0	
Do. Gin,	....	....	....	9 18 0	
Mrs. Costigan, Gin, Wine, and Alcohol,	....	....	....	43 19 6	
Mr. Curran, Rum,	....	....	....	9 6 1	
Do. Gin,	....	....	....	9 16 0—	83 2 7
				<i>3rd Quarter, 31st July.</i>	
Sundry Goods, Ad-valorem,	....	....	....		6 18 10
				<i>4th Quarter, 31st October.</i>	
W. Hartt, Alcohol and Gin,	....	....	....		19 16 3
Total,	....	....	....		<u>£131 8 7</u>

Nothing is credited by the Treasurer in 1858, in his receipts from Deputy Treasurer, but the Treasurer acknowledges having received during the year from Mr. Mac-
lauchlan £186 15 2, not distributed. This will be credited by the Treasurer the
current year.

EDMUNDSTON.—VITAL HEBERT.

The Treasurer credits nothing in his Accounts for the year, as received from this
Officer. He acknowledges £39 19 7 as received from Mr. Hebert, but there are no
particulars of collections. The Treasurer will carry that sum to the credit of the
Province the current year. Details have been asked for, with an Account Current,
shewing receipts and remittances.

TOBIQUE.—FRANCIS TIBBITS.

No Account Current furnished of receipts and expenditures. By reference to last
year's Audit, it will appear that the Deputy Treasurer was charged with balance in
hand, £8 11 3. He however remitted the Treasurer in 1857, £9 1 1, not carried to
Account, but which was duly credited by the Treasurer the past year, for which
Mr. T. now has credit. He has paid to the Treasurer on Account of receipts, also
the past year, £49 1 1, not yet distributed, but which the Treasurer will credit in
current year's Accounts.

BUCTOUCHE.—PETER M'PHELM.

No returns from this Officer this year. During it, his death occurred, and a suc-
cessor has been appointed, from whom regular Accounts have been had, shewing
receipts and remittances since his appointment. Imperfect returns from the late
Deputy Treasurer are shewn in last Audit, 1858, (*see page 50.*) The Treasurer has
received £20 from the late Deputy, which will be carried to his credit in current
year's Accounts.

CARAQUET.—P. MACNAUGHTON, appointed in room of the late James Blackhall,
deceased.

The Treasurer has received from him, not yet carried to Account, £191. No
account of receipts and payments has yet been received here. The receipts from
various sources for nine months, ending 31st July, 1857, credited by his deceased pre-
decessor, amounted to £397 12 8; the Quarter for October not accounted for; when
received, will be in addition.

All these parties have been written to, but up to this time no returns have been
made. It is recommended that speedy attention should be had, to enable the Auditor
General to make a satisfactory report on all these cases.

No papers have been filed relative to the unsettled Accounts with the late James
Taylor, Deputy Treasurer, Fredericton.

The claim upon the late Deputy Treasurer, Miramichi, the Honorable T. H.
Peters, remains precisely in the same position it did last Audit.

J. R. PARTELOW, *Aud. Gen.*

Audit Office, March 18th, 1859.

SUMS DUE BY SUPERVISORS, &C.

*Schedule of Sums due by Supervisors of Great Roads, and Commissioners of Bye Roads
and Special Grants, by the Accounts, as audited.*

Allen, Joseph	Westmorland,	-	-	-	£2 10 0
Alexander, John	Sunbury,	-	-	-	11 15 10
Beattie & King,	Wharf,	-	-	-	80 0 0
Bellevou, F. & Wellett	do.	-	-	-	100 0 0
Brown, Robert	Gloucester,	-	-	-	10 0 0
Branscomb, Arthur	Queen's,	-	-	-	52 2 0
Do. & H. M. Lean,	do.	-	-	-	32 19 2
Burpee, Isaac	do.	-	-	-	2 5 6
Bubar, John	Carleton,	-	-	-	8 7 11
Barchard, John and 2 others,	Albert,	-	-	-	30 3 4
Byram, P. O.	Victoria,	-	-	-	1 0 0
Black, Thomas	Charlotte,	-	-	-	15 12 4
Boyd, John	Westmorland,	-	-	-	1 12 6
Boudrot, David S.	do.	-	-	-	1 12 6
Boone, Evert	Sunbury,	-	-	-	3 4 11
Bent, S. L.	do.	-	-	-	3 10 8
Burpe, James	do.	-	-	-	4 6 7
Bustard, G. & H. Jamieson	York,	-	-	-	30 0 0
Blake, Robert	Northumberland,	-	-	-	20 0 0
Carpenter, William	(Wharf,) Queen's,	-	-	-	25 0 0
Constantine, Lewis and others,	do.	-	-	-	50 0 0
Currie, George W.	Supervisor,	-	-	-	22 4 4
Campbell, D. B.	do.	-	-	-	5 3 2
Coombes, L. R.	do.	-	-	-	44 12 10
Cookson, John	King's,	-	-	-	4 10 0
Campbell, Duncan M.	do.	-	-	-	19 14 5
Corbett, Samuel	Queen's,	-	-	-	2 10 3
Clifford, William	Victoria,	-	-	-	5 18 9
Curran, Michael	do.	-	-	-	23 14 10
Clare, Peter and 3 others,	do.	-	-	-	90 0 0
Clark, William	Saint John,	-	-	-	6 2 0
Cahill, Charles	Westmorland,	-	-	-	98 0 10
Crossman, William	do.	-	-	-	5 10 0
Cole, Rufus	do.	-	-	-	1 16 6
Cotterell, John	Charlotte,	-	-	-	14 9 10
Craig, William	do.	-	-	-	1 10 0
Cook, Alexander	Restigouche,	-	-	-	20 0 0
Coates, William	Kent,	-	-	-	2 18 6
Curran, John	do.	-	-	-	159 6 3
Cormea, Lewis	do.	-	-	-	8 13 6
Coates, John W.	King's,	-	-	-	8 0 0
Denniston, William	King's,	-	-	-	13 14 6
Doyle, Robert	do.	-	-	-	3 5 0
Dow, John	York,	-	-	-	7 0 0
Davis, Thomas	do.	-	-	-	4 10 0
Dunham, Justus	do.	-	-	-	24 19 6
Dickie, Edward M.	Queen's,	-	-	-	48 14 0
Devereux, Paul and 2 others,	Restigouche,	-	-	-	36 10 0
Davidson, Hugh	Saint John,	-	-	-	10 0 0
Dickson, William	do.	-	-	-	18 0 0
Dundas Parish Commissioners,	Kent,	-	-	-	12 0 0
Doherty, Joseph	do.	-	-	-	20 0 0
Emerson, John	Victoria,	-	-	-	14 5 1
Evans, John	York,	-	-	-	2 4 6
Fournier, Florent	Supervisor,	-	-	-	4 6 10
Ferguson, John	Sunbury,	-	-	-	22 10 0
Farmer, John	Charlotte,	-	-	-	20 0 0
Fitzgerald, Peter	do.	-	-	-	31 9 5
Foshay, William	Queen's,	-	-	-	2 9 5
Finn, Thomas	Victoria,	-	-	-	7 9 5
Fraser, James	Restigouche,	-	-	-	1 18 4

Fitzgerald, William	(Bridge), Kent	£130 0 0
Fowns, William	Saint John,	19 19 0
Fletcher, Benjamin	York,	1 5 6
Fairley, James	do.	42 13 8
Fish, James and 2 others,	Northumberland,	22 0 0
Fenwick, William and 2 others,	King's,	141 17 6
Gagnon, Prudent S.	Supervisor,	11 10 9
Grass, George	Carleton,	5 0 0
Graham, James and 2 others,	Saint John,	20 0 0
Glazier, Stephen	Victoria,	4 5 0
Goldfinch, John	Queen's,	9 18 8
Golding, William	do.	40 0 0
Gilmour, Daniel and 1 other,	Charlotte,	6 0 1
Glynn, John and 2 others,	Northumberland,	1 19 9
Gooden, Daniel	Westmorland,	12 10 0
Godet, Joseph	do.	10 0 0
Grant, David L.	York,	1 2 3
Gass & Lester,	do.	16 0 0
Graham, James	Kent,	70 0 0
Girvan, Samuel and 1 other,	do.	120 0 0
Gagnon, Damian	do.	20 0 0
Hatheway, George L.	Supervisor,	9 0 2
Hill, David and 1 other,	Charlotte,	30 0 0
Hannah & Odell,	(Wharves,) Charlotte,	22 17 6
Hunter, Robert and 1 other,	do.	5 0 0
Hoyt, William E.	Sunbury,	2 10 4
Hubbard, Nathaniel	(Bridge), Sunbury,	301 18 3
Harrison, Hugh	Carleton,	40 0 0
Hale, Martin	do.	1 0 0
Hawthorn, George	do.	29 7 0
Hubert, Pauline and 1 other,	Gloucester,	81 1 0
Hetherington, Thomas & J. Ham,	Queen's,	68 5 1
Harrison, Thomas and 2 others,	do.	40 0 0
Hanselpecker, David & Thorn	do.	5 0 0
Hodgson, John T.	Victoria,	4 8 2
Harris, Michael S.	Westmorland,	16 3 9
Howard, James K.	Saint John,	15 5 0
Hunter, David	do.	3 3 0
Hayne, Richard	Commission surcharged, York,	23 10 0
Jessiman, Alexander	Supervisor,	2 16 9
Ingraham, Jared	River Improvement,	33 9 0
Johnson, Thomas and 2 others,	Kent,	147 10 5
Johnson, Thomas	do.	10 0 0
Jones, Zebulon	King's,	1 19 11
Ingledeu, James and 1 other,	Queen's,	1 10 10
Ketchum, James	Supervisor,	3 6 10
Kilburn, Isaac	do.	3 6 9
Keith, John	King's,	8 5 3
King, John	Charlotte,	1 2 0
Kelley, John	Kent,	35 0 0
Kain, John	Northumberland,	10 16 9
Kenedy, David	Carleton,	17 3 4
Lang, George	Albert,	7 11 4
Larissay, John and 2 others,	Westmorland,	2 19 8
Legere, Beloni	do.	20 0 0
Langan, James	Queen's,	15 3 2
Lyons, James B. and 2 others,	King's,	1 6 8
Lake, James	do.	1 10 10
Lawson, Robert	Kent,	10 0 0
M'Callum, Alexander	Supervisor,	4 15 10
M'Millan, John	do.	3 5 5
M'Clellan, Thomas	do.	7 16 3
M'Callum, Archibald	do.	1 14 10
M'Auley, Daniel	Buctouche Bridge,	320 0 0
M'Diarmid, Finlay and 1 other,	Northumberland,	3 10 0
M'Donald, Donald	do.	4 15 5
M'Rea, John	do.	31 7 0

M'Gowan John	Charlotte,	£25 0 0
M'Curdy, Stephen and 2 others,	do.	5 17 9
M'Kenzie, John	do.	6 11 6
M'Millan, John	do.	2 18 10
M'Carrell, Simon & J. Wetmore,	do.	10 7 2
M'Leod, James	do.	10 1 9
M'Creedy, William	King's,	50 0 0
M'Avity, John and 2 others,	Saint John,	112 11 4
M'Allister, Archibald and 2 others,	Queen's,	14 4 6
M'Grigor, Samuel	do.	45 5 0
M'Donald, Thomas E. and 2 others,	do.	43 6 8
M'Vey, John	Westmorland,	33 19 3
M'Lean, John	York,	8 5 6
Matthews, R. S.	Supervisor,	10 5 6
Morton, George A.	do.	5 8 3
Mabee, William S. and 2 others,	King's,	1 18 6
Mosher, Philip and 1 other,	Saint John,	52 17 6
Mosher, Philip and 2 others,	do.	38 10 0
Mosher, Hugh	do.	7 10 0
Milligan, Andrew	Charlotte,	6 0 0
Mathison, Hugh and J. Pratt,	do.	4 17 10
Micheau, Firman	Victoria,	49 13 6
Maclauchlan, William A.	do.	24 15 0
Murchey, John	Restigouche,	6 6 5
Mills, Samuel and 2 others,	(Wharf,) Westmorland,	250 0 0
Murray, David	do.	1 12 6
Morrison, Jean	Gloucester,	10 0 0
Moore & Atherton,	York,	24 0 0
Moody, James	do.	23 0 8
Oulton, George	Supervisor,	4 13 8
Otty, Allen	King's,	2 7 3
Oulton, Thomas	Westmorland,	17 10 0
Ogden, Thomas and 2 others,	do.	14 15 4
Odell, T. T. & Hannah,	(Wharf,) Charlotte,	22 17 6
Piers, Henry	Supervisor,	8 13 3
Pickett, David and 2 others,	Victoria,	1 11 2
Parlee, Isaac & Blakeney,	Westmorland,	17 10 0
Porter, John	Northumberland,	12 10 10
Pond, Abel	do.	1 10 0
Parker, William	do.	63 3 9
Price, James L.	do.	6 15 0
Parker, John S.	Saint John,	5 19 0
Polley, James	Queen's,	2 14 0
Peters, Carleton	do.	7 19 6
Perrot, Nathaniel	Restigouche,	1 13 0
Peck, Elias	Albert,	14 17 6
Pridg, Samuel	Sunbury,	25 0 0
Quinton, James and 2 others,	Saint John,	52 10 0
Rice, Francis and 2 others,	(Public Hall,) Victoria,	50 0 0
Reese, William	Sunbury,	1 0 0
Ryan, James and 1 other,	King's,	66 8 7
Robicheau, Edward and 1 other,	Gloucester,	1 10 0
Robertson, William	Westmorland,	1 2 6
Ryan, Hugh	Saint John,	22 10 0
Ramsay, Archibald and 2 others,	Restigouche,	1 17 0
Seelye, Stewart	Supervisor,	33 15 0
Swim, Robert	River Improvement,	26 13 9
Seeley, James Jun.	Sunbury,	5 0 0
Sinclair, William	do.	18 15 0
Slipp, James L.	do.	14 6 8
Stewart, Charles	King's,	29 10 0
Stockton, Charles W.	do.	4 11 1
Smith, John	do.	37 0 0
Sands, Richard and 2 others,	do.	56 14 0
Sherwood, John F.	do.	3 17 6
Simpson, Archibald and 2 others,	Charlotte,	15 8 3

Smart, Nathaniel	Charlotte,	-	-	-	£5	5	0
Stewart, John	do.	-	-	-	96	0	0
Stapleton, Bartholomew	Northumberland,	-	-	-	5	0	0
Smith, James and 2 others,	Kent,	-	-	-	12	10	0
Steves, Caleb	Albert,	-	-	-	20	9	2
Starkey, James	Queen's,	-	-	-	3	15	0
Slipp, James	do.	-	-	-	1	0	7
Tracey, Jeremiah	Sunbury,	-	-	-	65	0	0
Tierney, Thomas	do.	-	-	-	3	15	0
Teakles, William Jun.	King's,	-	-	-	5	0	0
Tibbits, Francis	Victoria,	-	-	-	7	12	0
Trites, John	Westmorland,	-	-	-	2	16	1
Tisdale, Walker	Saint John,	-	-	-	4	0	0
Thomson, Cyrus	Charlotte,	-	-	-	42	0	0
Urquhart, John	King's,	-	-	-	5	0	0
Vernon, James	(Bridge,) Wolf River,	-	-	-	100	0	0
Vanwart, Isaac	King's,	-	-	-	5	0	0
Wilson, George	Supervisor,	-	-	-	6	5	0
Williston, John and 1 other,	(Bridge,) Northumberland,	-	-	-	507	0	0
Witherell, Daniel	do.	-	-	-	1	5	6
Whalen, William and 2 others,	do.	-	-	-	2	18	8
Wasson, Robert	do.	-	-	-	2	8	9
Whitney, George and 2 others,	do.	-	-	-	83	8	8
Welling, John and H. Livingstone,	Westmorland,	-	-	-	15	0	0
Willbur, Isaac	do.	-	-	-	38	10	0
Wallace, John and 2 others,	Albert,	-	-	-	1	13	0
Willburn, John	do.	-	-	-	2	10	0
Wilson, Aaron	do.	-	-	-	18	0	0
Wilmot, W. T.	Victoria,	-	-	-	9	11	1
Williams, Gilbert	Queen's,	-	-	-	3	3	0
White, Francis	Kent,	-	-	-	5	7	0
White, Peter	do.	-	-	-	5	9	2
Wright, John H.	King's,	-	-	-	11	14	0
Wishart, James	Sunbury,	-	-	-	10	0	0
Young, Samuel	Victoria,	-	-	-	8	2	0

J. R. PARTELOW, A. G.

Audit Office, March 26, 1859.

EUROPEAN AND NORTH AMERICAN RAILWAY.

Copies of Correspondence between the Railway Board and Mr. Commissioner Beed while he was in England.

Railway Commissioner's Office, Saint John, N. B. November 16, 1857.

DEAR SIR,—Your letter from Halifax was duly received.

Fleming & Humbert had not their Specifications ready for telegraph, via Halifax, and indeed did not hand it in until a few minutes ago, leaving me barely time to catch the Mail. I now enclose them, and they wish the materials to be sent by Steamer to Portland.

I talked with Mr. Light respecting getting the Bridge Iron riveted here, but he thinks it could not be done to advantage for one Bridge, and we will probably not require another. You may therefore negotiate as soon as you please.

Nothing worth mentioning has happened in Railway matters since you left; all is going on smoothly.

The Middleton not arrived. We are anxious about money matters connected with the Railway until we hear from you.

I am yours truly,

(Signed)

R. JARDINE.

R. Beed, Esquire.

Railway Commissioner's Office, Saint John, N. B. December 1st, 1857.

DEAR SIR,—Nothing has happened much out of the usual course since you left.

The Surveys are finished, and the Plans nearly ready. There will be nothing to prevent tenders being taken on the 15th instant.

The Winter has been, so far, very open; no frost yet to prevent work. Fleming and Humbert, as I informed you by last mail, have concluded to go into the Locomotive making, and Fleming has gone on to the States to get information.

You will see by the Newspapers that the Appraisers gave Burtis £800, at which he is very wroth, and abuses me at a great rate; but I can take it all and as much more as he likes.

Another invoice by the Imperial, amounting to £2,307 4 8, was sent to me by Messieurs Naylor & Co., but as the policies of insurance were held by Messieurs Naylor, Vickers & Co., of Liverpool, I concluded that it would be more prudent to send the bill to you, to be handed over to Messieurs Naylor, Vickers & Co., on your receiving from them a transfer of the policies, and I wrote to Messieurs Naylor & Co. of Boston, last week accordingly. Since then, however, I have ascertained that the rails are not properly made, as you will see by the enclosed letter from Mr. Light, and in the circumstances I think better not to remit until we get this matter arranged.

Mr. R. Wright goes to Liverpool by this Steamer, and as I took him to the wharf to see the rails for himself, he will be able to satisfy Messieurs Naylor, Vickers & Co., that this is no mere factious objection. The damage will be at least £2 per ton I think, and I see no reason why we should suffer.

This will be a lesson to us that we must have a *bona fide* inspection of the rails we get in future, and no mere nominal one.

This shows too that either the manufacturers or agents were not to be depended on, and that we must look out for more trustworthy people.

I hope to hear from you soon, with better accounts of money matters in England, and am anxious to know whether our Railway operations will be interfered with. Things are every day getting worse here, but Mr. Wright will tell you all the news.

I am yours truly,

(Signed)

R. JARDINE.

Railway Commissioner's Office, Saint John, December 14, 1857.

DEAR SIR,—I wrote you by last Mail, enclosing certificate from Mr. Light, shewing the state of the rails. The Imperial has since arrived, but I have not had an opportunity yet to ascertain if the rails by her are as imperfect as the others.

I enclose copies of correspondence with Messieurs Naylor & Co. on the subject.

It appears to me that the inspection was as to quality; a pattern was sent, and sample made to that pattern sent here, and if the rails are not according to pattern and sample, the implied agreement, that they were to be so, is broken, and the parties breaking cannot properly hedge themselves, an inspection, which the result shows was no inspection, as to trueness to pattern.

Mr. W. H. Scovil, who made the arrangement, understood that the inspection was as to quality of material. I observe that the rails are invoiced:

“1104 best Staff'd rails to section furnished,” which implies a warranty that they are according to section furnished.

You

You have now the whole matter before you. Please ascertain what the inspection meant, whether as to pattern or material, and if the inspection was a bona fide one or nominal; and whether the inspector, or those who appointed him, are to be responsible if he was careless, and what that responsibility will amount to.

I will do nothing further in the matter till I hear from you. Mr. Scovil, who is here, concurs with me.

Mr. Tilley writes to me that he thinks it advisable we should, in future, employ Messieurs Barings' to purchase Iron for us; you are therefore authorized to make arrangements accordingly. There will be about 500 tons of rails wanted at the Bend next Spring, say by 15th June; and Mr. Scovil thinks this quantity should be shipped to Shediac, instead of to Saint John. Mr. Scovil's agents in London, Messieurs Boyson, Hoyer & Taggart, would be likely to know of Vessels seeking freight to Shediac.

The tenders for 40 miles of Road will be received to-morrow. There are a great number of competitors, and prices ought to be reasonable. Mr. W. H. Scovil has agreed to bring out 500 tons rails to Shediac in the Spring, at 17s. 6d. per ton, and wishes to be advised of the time it will be ready for shipment. The first of May will probably be time enough for it.

I am yours truly,

(Signed)

R. JARDINE.

Robert Reed, Esquire.

Railway Commissioner's Office, Saint John, N. B. January 11th, 1858.

R. REED, ESQUIRE.

DEAR SIR,—Yours of the 18th December duly reached me. I sent a certificate from Fleming by last Mail, shewing the state of the rails per Imperial.

I am satisfied from personal inspection and investigation, that the complaint about the rails is not ideal and exaggerated. Several men here, who are thoroughly conversant with the matter, assure me that they never before saw rails so unevenly rolled, and Smith, the Tracklayer, says that it will cost double to lay and fit these rails over any he ever laid before.

With all this, however, I coincide with you in opinion, that in the face of the agreement that the inspection was to be *final*, we have no legal claim, although we have an equitable one.

Mr. Watters also thinks so. I shall therefore, by next Mail, remit the balance, if I hear nothing to the contrary from you, by the Mail due this week at Halifax. Messieurs Naylor & Co. said, respecting the drawback on insurance in their first letter, that they would refer the matter to their Liverpool house, and they have not again referred to it.

I have not yet received the invoice of Locomotive materials, but shall remit the amount on receipt of it.

It will be quite time enough to send the driving wheels and tyres by first Spring ship coming here.

After the pattern of rails and chairs was ready, I tried in vain to get it sent by some passenger going, and have now sent it by the Imperial. Mr. Robertson and Mr. Duncan both found it would be inconvenient to take it overland with them.

The pattern of the chair is slightly altered from the former one, and Mr. Light thinks you had better destroy the old patterns. No spikes need be ordered, as they can be made as cheaply here.

I think it will be well to have a more thorough inspection provided for the rails, and also for the chairs, to see that the right metal is put into them, and that they are made to pattern. Money matters continue pretty tight here with us yet, but I hope that the improvement on the other side will tell here before long. Mr. Tilley writes to Baring's by this mail to propose arrangements for this year's operations.

The amount required for work under Contract, will be just about the £200,000 Sterling, and I should think from present prospects that there ought to be no trouble in selling Debentures to that extent. Lawlor's Lake filling is progressing favourably, and I have no doubt but that we will be all ready for a drive by 1st June.

The Contractors are all coming up to the mark, and commencing operations.

I am yours truly,

(Signed)

R. JARDINE.

Railway Commissioner's Office, Saint John, N. B., January 25, 1858.

DEAR SIR,—I received to day your Telegraph via New York, respecting price of rails, and sent it to Mr. Tilley. His reply is, "Advise Reed to consult with Baring's. They will certainly supply on as good terms as any other house. They say as much to me in a letter of 1st January." I do not see how Baring's could *propose* to supply at £8 5s. *the same article* that another House could get at seven pounds. It seems quite unbusiness like to talk of it.

They can, of course, buy of the same parties that Naylor's buy from, and Baring's money should go as far as Naylor's. It would be desirable I think for Provincial interests, that Baring's should purchase the iron, and I can see no reason why they should not be able to purchase at the same price. I hope on explanation with them you will find it so.

I sent Messieurs Naylor & Co. of Boston a bill for balance rails. On consulting with the Solicitor General, I found there was no getting over the agreement that the inspection was to be *final*. It will be a lesson to us, and we must see in future that the inspection is a *bona fide* one.

I enclose a note from Mr. Light respecting rails.

Things

Things are all progressing here satisfactorily. Lawlor's Lake is a hard job, but I think we will get through with it before you get here. I do not think there is any probability of our Railway proceedings being interfered with by the Legislature.

The last Contracts were taken so low that it will be an object to hold on to them.

The Locomotive materials per Niagara, have not yet been shipped at Boston, and I have not heard when they are to be.

I am yours truly,

(Signed)

R. JARDINE.

Robert Reed, Esquire.

Railway Commissioner's Office, Saint John, N. B., February 8, 1858.

DEAR SIR,—Your letters of 8th and 16th January were duly received. As the time it takes to exchange communications prevents us from advising with you as to how you should carry out details in the purchase of iron, there is no help for it but that you should act according to the best in your own judgment, and I am satisfied that you will decide right.

The Government wish that Baring's should buy the iron, and if you have adopted the Welsh, I dare say it will do well enough. The rails imported by Jackson & Co. for our road were Welsh, and they were said to be very good ones. As soon as you have arranged about the rails, Mr. Scovil wishes you to give an order for the 500 tons for Shediac, to Messieurs Boyson, Hoyer & Taggart, of London, or whoever may be employed to ship them.

There is nothing new here. Everything is progressing favourably. The House meets on the 10th, and it is said that the Government will be likely to hold its own.

We will want about 200 tons of the Rails here before the 1st of June, so as to get them up to Walker's contract while the Freshet is up. I hope the pattern sent by "Imperial" will reach you in time. We have had remarkably fine weather, which has facilitated Railway operations. Scarcely any snow and very little cold this winter.

I remitted the balance of price of Rails to Naylor & Co., as I had ascertained that we had no legal right to retain it.

I am yours truly,

(Signed)

R. JARDINE.

R. Reed, Esquire.

Railway Commissioner's Office, Saint John, N. B. February 22, 1858.

DEAR SIR,—Your letters of 29th ult. and 2nd inst. are at hand. I sent Baring's correspondence to Mr. Tilley. I think you have managed matters well, and am glad you decided on the Staffordshire rails. A good article is always to be preferred. Mr. Light thinks that it will be an improvement to have the top slab in the pile hammered instead of pressed, if the difference of cost is not too much.

We have ascertained that the Iron Bridge which we intended to use over the road at the Moosepath Station, is rather light in itself, and from being long exposed to the weather, has rusted so much that it will not be quite safe. We have therefore determined to have a new one, and enclosed you will find specifications and drawings. Mr. Light thinks that as it is of importance that this should be made and sent out with as little delay as possible, that you should give it to Fairburn, who, he thinks, could have it ready for shipment in a week or so. Please have it shipped by first good vessel coming, as it will hinder the opening of the road if it is delayed.

I trust the Imperial, with the rail pattern, has reached you long ere this.

The contracts for the five sections let in December, have all been closed, and the work commenced on most of them. We have got a very good set of contractors.

I quite agree with you that the remaining 30 miles should be put under contract as soon as possible. We intend, if all things go right, to have the survey commenced as soon as the weather will permit, and to have it ready for letting by June or July.

Lawlor's Lake will have a pile bridge across it this week, and of such strength that it matters little whether the embankment is made solid or not. It can be filled up at any time.

You will see by the Papers that the Government is strong, and I know of nothing likely to affect their position.

I am yours truly,

(Signed)

R. JARDINE.

R. Reed, Esquire.

Railway Commissioner's Office, Saint John, N. B. March 22nd, 1858.

DEAR SIR,—Yours of 19th and 26th February came duly to hand. The sample of rails was left by Mr. M'Lauchlan with King at Halifax, and has not yet arrived.

I enclose a letter from Mr. Light, in which you have his opinion of the chairs. I always thought they were made to fit too tight, but he seemed to adhere to his opinion.

Everything is progressing favourably here in our works; I see nothing to prevent opening on 1st June. Mr. Scovil and I were called to Fredericton, and a second time, to give an account of our stewardship before a Select Committee of the House, Mr. John H. Gray being Chairman. The Act requires that the Government should inspect and be responsible for all our doings; but Mr. Gray, having no confidence in the Government, moved for copies of all tenders, contracts, and all our books and

and papers, and got a committee appointed to examine and report upon them. They then sent for the Commissioners and Mr. Light, and kept us there a week.

After all, I presume they found nothing to complain of in the accounts, as they did not ask a word of explanation on them; but Mr. Gray's inquiries were entirely directed to find out about the truth of stories which had appeared in the *Freeman*. It was the Inquisition over again. There was neither accusation or written charge against us, but I was asked, if not in words, in fact, of what crimes have you been guilty? Amongst other things they asked was, why did you refuse to give a ship a freight of rails at Cardiff at a lower rate, and take all the rails to Liverpool to give them to Reed's Packets? They could not be made to understand that it would have cost as much to take them to Cardiff as to bring them to Saint John. The Committee have not yet reported.

I think several members of the Legislature have had letters from Purdy, Vaughans, Thomas, and others, respecting freight of Rails. I told them you would give all a fair chance, and would give no undue preference to your own ships.

I am yours truly,

(Signed)

R. JARDINE.

R. Reed, Esquire.

Railway Commissioner's Office, Saint John, N. B., April 6th, 1858.

DEAR SIR,—Your letters by the Niagara and Persia came duly to hand, and I am glad to learn that you are progressing so favourably with the Rails, and that the Girder Bridge for Moosepath is likely to be here in good time. Your arrangements for getting the Bridges done was admirable, and I am satisfied have saved a large sum of money to the Province.

The Newspapers will shew the proceedings of the House of Assembly on Railway matters. We have had a hard battle to fight, but have come out of it without a scar. Mr. Wright, who goes home by this Steamer, will inform you of all particulars. I can say nothing at present about additional rails, but the Government are to meet here in a few days to take Railway matters into consideration; and this, with various other important matters, will then be decided.

There is nothing new to tell you about the Railway. All the Sections are getting on as usual. I see nothing to hinder the Road to Nine Mile House being opened by 1st June.

I am yours truly,

(Signed)

R. JARDINE.

R. Reed, Esquire, Liverpool.

Railway Commissioner's Office, Saint John, N. B. April 19th, 1858.

DEAR SIR,—I duly received your letters of 26th March, and handed over the drawings of the Bridge to Mr. Light, who highly approves of them.

Fleming & Humbert were glad to hear that the tyres were shipped. They are getting very well on with the Locomotive, and will make a first rate job of it. The passenger cars also are going to be first rate.

Messieurs Fleming & Humbert wish you to purchase and ship 10 tons No. 1 C. B. Vale South Wales Pig Iron. The agent they got it through formerly was Frederick Robinson, Liverpool. The marks are copied from the invoice of what they had; I suppose C. B. means cold blast. The trains between Moncton and Shediac commences to-day. I go up on Wednesday to arrange for the Summer's trade. The Middleton has not yet made her appearance.

Messieurs Baring's sent an invoice of rails per Middleton, as follows:—

1,531 Rails, weighing 264 tons 16 cwt. 3 qrs. @ £8,.....	£2,118 14 0
Discount, 1½ per cent.,	31 15 7
	£2,086 18 5
Charges,—	
Insurance, £2,300 @ 50 per cent. and Duty,.....	£60 19 0
Charges at Liverpool,	20 0 1
Iron Plates,	0 10 6
	81 9 7
	£2,168 8 0
Commission, 2½ per cent.,	54 4 2
	£2,222 12 2

26th March, 1858.

Should there be a discount on the premium of insurance, as in the case of Naylor & Co. ? There is nothing new here. Business is very dull, with but a poor prospect for the Summer.

I am yours truly,

(Signed)

R. JARDINE.

R. Reed, Esquire.

The sample of rails came all right; it looks well.

Railway

Railway Commissioner's Office, Saint John, N. B., May 3, 1858.

DEAR SIR,—I have to acknowledge receipt of your letters of 2nd, 9th, and 16th ultimo. Unless the Imperial makes an extra quick trip I am afraid the Post Road Bridge will scarcely be ready by 1st June. I believe every thing else—even the almost bottomless Lawlor's Lake will be ready. The Middleton is here in good season. I quite agree with the view you take of the weight of rails for shipment. The Bill of Lading expresses a ton of 20 cwt., and no custom can magnify that ton into 2400 lbs. I was at Moncton and Shediac last week, and arranged for the Summer's work there.

The "Saint John," Locomotive, will require a new fire box in the course of the Summer; please order for this purpose, best Iron Moor iron, as follows:—

1 Crown sheet	4' 6"	long x	2' 6"	wide.
2 side sheets	3' 6"	" x	2' 6"	"
2 end sheets	4' 0"	" x	4' 1"	"

The four first of these sheets to be $\frac{1}{2}$ inch thick, and the last, or one of the end sheets, to be $\frac{1}{4}$ inch thick. I do not think that we will need a man from England to do the rivetting; I believe there are workmen here quite capable.

I submitted the question of purchasing more rails to the Government, and they decided that it would not be advisable to do so. The work to be done this season will probably require all the money that is authorized by the law to be laid out in any one year, namely, £200,000 Sterling.

I am yours truly,

(Signed)

R. JARDINE.

R. Reed, Esquire.

Liverpool, 11th September, 1857.

ROBT. JARDINE, Esquire,
Chairman, &c. St. John, N. B.

DEAR SIR,—Ere this you will have received Invoice of shipment 105 tons rails, per Favorite, the lengths are about equal 21 " 3 incls. but the proportion, as per order, is to be worked out in shipping the remainder.

Yesterday I visited the works in Staffordshire, where the rails are being manufactured; the works are very extensive, and the parties engaged seem to be highly respectable, which is some little guarantee for the delivery of a good article. The rolls broke a few hours before I arrived, and the Inspector left immediately after the accident for London, so that I did not see him; this was matter of regret; but as far as I could judge, the rails are well manufactured. New rolls will be made in a few days, and the order for the 700 tons will be completed about 1st October, and as the additional 300 tons required can be furnished early in November by the same party, I gave an order for that quantity through Messieurs Naylor, Vickers, & Co. the price and terms to be same as the previous order. The shipment will be rather late for low insurance, but as the rails are wanted early in the Spring, an extra 1 per cent. is no consideration to secure the certainty of having them when required; besides manufacturers are under the impression that there will be large orders for rails for India as soon as the war in that country is brought to a close, and the party furnishing the 700 tons declined engaging at same rate for delivery in the Spring the 300 tons additional. Mr. Light is quite right in saying that 300 tons order is so small it would not be taken by another manufacturer. The 20 tons chairs were ordered from the East coast, and are to be shipped in about a fortnight from here by the Middleton, together with about 450 tons rails. Insurance is to be effected by Messieurs Naylor, Vickers & Co. The remainder of iron will be shipped early in November.

On looking into matters since my arrival, I find it difficult to understand why 1000 tons rails are ordered, and but 20 tons chairs and no spikes; it is very evident that rails, without chairs or spikes, are entirely useless, and might as well be in Staffordshire as Saint John. Mr. Light, in his letter addressed to me before leaving home, says, "Spikes likewise must be ordered; we shall want about 30 tons early in the Spring; these should be the *very best*, and of a peculiar pattern, the same as was sent Messieurs Naylor & Co., along with the pattern of rails and chairs;" and with regard to the rails he says, "hurry them along here as soon as possible, as the contracts must necessarily be kept back for the want of them." The latter remarks are quite in conformity with the views of the Board, and if the Cars are to run as far as the Kennebecasis early in the Winter, surely spikes will be required to fasten the chairs to lay the rails in, and require to be shipped with the rails. And again, there seems to be no kind of proportion in 1000 tons rails, 20 tons chairs, and 30 tons spikes; the chairs ordered must be far, very far under the quantity required for 1000 tons rails. Messieurs Naylor & Co. have sent for and will receive a couple of the chairs to-morrow; they will be weighed, and a calculation made as to how far the 20 tons will go, and then I shall no doubt deem it absolutely necessary to increase the order, so as to prevent disappointment. As to the spikes, I gave Messieurs Naylor, Vickers & Co. an order for them; the contract is made at £14 10s. for 30 tons, this quantity being as small as manufacturers are willing to engage for, having to make new patterns.

The matter of the chairs and spikes has been fully considered, and there is nothing that leads me to think otherwise than that Mr. Light expects them to be got here. In his letter speaking of the importance of having the rails exactly of the same pattern, he says, "which would be a *great evil*, as the chairs would not fit, and they would be an endless trouble." For the same reason, I would have both rails and chairs all ordered at the same place, *if possible*. The price of the 20 tons is fixed at £6

per

per ton, making the cost at Saint John about 8s. 9d. currency, per cwt., about half what our foundries would be willing to furnish them for, and far under what they could be had from the United States.

By next mail, which will be via New York, I will advise you of the result of the chair investigation, and the action I may deem necessary to take upon it. I shall be glad to hear from you by return mail regarding these matters, and you will please, at the first meeting of the Board, confirm the order to Messieurs Naylor & Co. for the 30 tons spikes, together with such quantity of Railway chairs as I may, under the circumstances, think necessary to ship.

In making a further order for chairs, I shall take care that the quantity shall be within proper limits, and only enough to guard against disappointment.

I have written rather lengthy, but I consider it proper to fully explain why I have gone beyond the order of the Board in the order for spikes, and the probability of doing so in a further order for chairs.

A confirmation of my orders to Messieurs Naylor, Vickers & Co. may as well be sent to them direct, as it is possible I may leave here for Saint John by next Halifax steamer.

By Mr. Seely I send you a print, shewing different sections of rails. The bridge rail No. 1 is recommended by the manager of the establishment, in which the New Brunswick rails are being manufactured, as superior to the T rail for two reasons—one is, that in the making the pressure is vertical, by which process the head is more firmly pressed than the head of the T rail, which is pressed sideways, causing the grain of the iron to be edgeways instead of flat, as in the bridge rail; and as they only put a certain proportion of the very best iron in the rails usually made, styled best rails, the best is put in the top of the bridge rails, which is the wearing part, whereas in the T rails they are obliged to put it in the flange, in consequence of that part of the rail being thin, particularly the Saint John pattern, which is thinner than usual. Engineers, like Doctors, differ in opinion, and no doubt Mr. Light will like his own getting up best, but it may be worth while questioning him upon the matter; it can do no harm, and may do good. It is said the bridge rail is used entirely on the Grand Trunk of Canada, and on the Saint Andrews and Quebec Road.

I am, dear sir, yours very truly,

(Signed)

ROBERT REED.

Liverpool, 18th September, 1857.

R. JARDINE, Esquire,
Chairman Railway Board, St. John, N. B.

DEAR SIR,—Referring to my last, dated 11th inst., I have now to advise the arrival of the 20 tons Railway chairs, and their shipment per Middleton, which vessel will also have on board about 450 tons rails, with about half the quantity of Railway spikes ordered, sailing on or about Saturday 26th. Insurance will be effected by Messieurs Naylor, Vickers & Co., to cover.

The chairs have been tried on the rails, and they appear to fit very well; upon examination we find these chairs are for connecting the ends of the rails, and are not intended to be used in the intermission. The spikes we conclude are for that purpose. By calculation I find the 20 tons chairs is quite insufficient to lay the 1000 tons rails, each chair weighs 27 lbs., say $\frac{1}{2}$ cwt., the rails are about 7 yards in length.

	1,760 yards to the mile,
	2 tracks,
Each rail 7 yards.	) 3,520 yards of rail to the mile.
Each chair $\frac{1}{2}$ cwt. 4)	500 rails to the mile, requiring each $\frac{1}{2}$ cwt. of chair.
20)	125 cwt.
	6 $\frac{1}{2}$ tons chairs to the mile.

So that the quantity now shipped will lay but a little over 3 miles. I have therefore, as the season is advancing, and to prevent disappointment, ordered through Messieurs Naylor, Vickers & Co., a further quantity of 30 tons to be shipped with remainder of rails. The 50 tons, according to the calculation, will lay 8 miles, probably all that will be needed the coming Winter, and any further quantity required for early Spring operations can be ordered from Saint John, for shipment early in March. I have no doubt that Mr. Light has fully considered all matters connected with his business, and that he can give good reasons for what he has done. In this country I find most of the roads have cast-iron chairs to each sleeper, but they are only of about half the length and weight of those now shipped. Spikes are used on some of the roads, but they are not considered to make so good a job. And in reference to the *Montreal Herald*, of 31st ult., you will see a Correspondence between Mr. Engineer Ross and the Government Engineer, relative to the Canadian Railways, in which the latter condemns wrought iron chairs for the connections; but Mr. Ross having used them, gives reasons why he thinks they are most suitable for a cold climate. I mention these matters for the purpose of enquiry, because I considered it our duty to be satisfied that all is done in the best and most advantageous way, taking all matters into consideration.

Herewith you will receive copy of order to Messieurs Naylor, Vickers & Co. for the 300 tons rails, and 30 tons spikes, with their reply thereto.

I have not decided yet whether to go out by the next Halifax boat, or wait until the fortnight after, but shall do so early next week.

By

By the mails due on Monday, I shall probably receive the plans for the Bridge, together with Mr. Fisher's letter to Barings; the former shall have prompt attention, but the latter, I think, will be best to lay over for further consideration. It will be quite in time to arrange for further purchases on my return, meantime we can have some personal conversation on the subject.

Yours truly,
ROBERT REED.

(Signed)

Halifax, 5th November, 1857.

R. JARDINE, Esquire,

DEAR SIR,—Mr. Thomas Vaughan is to leave by next Steamer for Liverpool; no doubt he will take charge of the rail and chair pattern.

It is now 6 p. m. and no message from you about the Iron for the Locomotive. Well, if Mr. Fleming is not willing to meet the additional condition to refund any amount advanced, in case the article should not prove satisfactory, it shews he lacks confidence in his own abilities to make a first rate article, and proves that we were right in binding them to assume all risk and responsibility if the Locomotive proved a failure, and the Province lost a thousand pounds by the transaction, it would be but a poor excuse for us to say that the thing was done with a view to encourage our own mechanics. I hope however, for his own sake, as well as the credit of the country, that Mr. Fleming will yet undertake the job, and turn out such an engine as must meet approval, and so stop further orders to the United States.

On passing the Sackville River Railway Bridge this morning, I examined the iron girders, and although from the plans I judge the Hammond River Bridge is to be superior, I think it is a plain job, and one that could be done in Saint John by first class Boiler makers. You might talk the matter over with Mr. Light, and if you and he think well of the idea, you can easily ascertain from Harris & Allan, and Fleming & Humbert, if they would be willing to undertake it, and at what price or terms, and by next mail you can let me know particulars, with specification of plates required, and also whether made rivets, or the rivet iron. I shall not make any engagement for the Bridge till I hear from you, but will, as soon after my arrival as I possibly can, make enquiries respecting it.

My address will be at Mrs. Blodgett's, 153 Duke Street, Liverpool.

I get my letters sooner by having them sent to my lodgings, than I do when they go to an agent.

Yours very truly,
ROBERT REED.

(Signed)

Liverpool, 20th November, 1857.

R. JARDINE, Esquire,

DEAR SIR,—I have been up to London and seen Barings; was glad to learn the gold had gone out, and that the Bills seemed to be all right. Mr. Baring recommended great caution, as Debentures cannot be sold. I shall not do anything till I hear further from Head Quarters; the fact is, people do not think of doing business or making engagements, as they do not know who will go next. As there is a time for everything, now is the time for paying one's debts if they can, but it is found to be hard work here.

Naylor's have gone down. I applied for the policy to be transferred, but until Monday they cannot act, then a meeting of their creditors takes place, when they expect to have the business placed in their hands again, as they have a surplus of 200 to 250 thousand. Shall attend to this matter meantime; hope no mishap may befall the rails.

Very truly yours, &c.
ROBERT REED.

(Signed)

Liverpool, 27th November, 1857.

R. JARDINE, Esquire,

DEAR SIR,—Herewith I enclose statement of the affairs of Naylor, Vickers & Co., which shews their position good under the circumstances, but as they have acted only as agents in effecting the insurance, and are no way responsible for the safety of the underwriters, I prefer having the policies transferred; this (under advice of their counsel) they cannot do until after their creditors' trust deed is signed, but in the meantime they have given me the enclosed letter. The proper way would be to hand over to me the policies endorsed to you as Chairman. But it happens that the several shipments made by them, per Middleton and Imperial, are included in the same policy, or rather in one for each vessel; they will, however, transfer so much of each policy as will cover the amounts of shipment for the Railway Board. I trust however there will not be any occasion to call upon the underwriters. The Middleton is reported spoken October 28th, in lat. 42, long. 42, and the Imperial had a first rate run off the coast, so that half the risk is over, and I hope to hear by the Canada, on Monday, of the Middleton's safe arrival at Saint John. I have said nothing yet to them about the return on insurance; please send me extract of their reply to your remarks. I believe it was done in London, if so, the drawback is only 5 per cent if paid in cash; and they shewed me a letter stating the insurance could not be effected at their limit of 70s. per Imperial, but that they could get all done at 80s. The ship, which is a worse risk by $\frac{1}{2}$ per cent., was done by Fernies at 60s. and 70s., about half each. This speaks unfavorably for Vickers' as Insurance Brokers.

I had not time to write per Baltic, but as my letter to the Provincial Secretary contained some information on Railway matters, I requested him to shew or forward them to you.

At Halifax I called at the Railway Commissioner's Office; the Chairman, Mr. M'Nabb, was then very busy writing for the Steamer, but I got nearly all the information I wished. I seen invoices of Railway Iron, shipped by Baring's from Cardiff, price £8 for shipment in July and August, same rate, and in September part was at £8, and part at £7 12 6; the Commission, I noticed, was 2½ per cent., but I did not observe whether the invoice was made up as cash or at 6 months. Mr. Bates, of Baring Brothers, told me in London that iron rails can be bought at 6 months, and the Halifax shipment may have been on time, the difference in interest would be about 4s. to 5s. per ton. Last week, rails in Wales were quoted at £6 to £6 10s., but this week the quotation is £6 10s. From all the information I get about comparative price of Welsh and Staffordshire iron, the difference is generally from 20s. to 30s. per ton, the Welsh delivered at Cardiff, and the Staffordshire in Liverpool; so that if this be true, the purchase through Vickers was very favourable, even supposing the Baring shipment was at 6 months. This week Staffordshire bars are quoted at £7 5s., but, of course, all quotations just now are nominal, the price in case of sale depending upon circumstances and the position of buyer and seller. A manufacturer wanting money and having a stock of rails on hand, would no doubt sell cheaper than if they had to be made for future delivery after a particular pattern. Vickers & Co. told me to-day, that they had no doubt but the party who furnished the late shipment would be glad just now to get an order for immediate delivery at £7, for the money; this difference in price would be quite a sum on the quantity required during the next year.

Wednesday week was a blue day in London, and although from all accounts Barings' had enough to do in money matters, Mr. Bates inquired if we had any orders for iron out, I replied that we had not, because he said it could be bought at 6 months. I again said we had no orders out at present, and the subject dropped. This was after saying it was impossible to sell Colonial Debentures at any price.

My own opinion is, that it would be very unwise for the Province to build Railroads on tick, (except of course the 30 years bonds) if the Debentures dont sell it would be very imprudent to make engagements on what may be done 6 months hence. If the Debentures do sell and the money on hand to be drawn for, then the best way is to make the most of it by buying for cash. It will be for the Government and the Commissioners to decide upon this. I am pleased to observe that New Brunswick Debentures are reported in the "Times" as sold on Saturday last at 102½, on Tuesday at 102, and yesterday at 102; this removes my anxiety about money during the winter for Railway purposes, but of the amount of sales, &c. the Government will no doubt have been fully advised, and by this time will be able to decide upon the extent of operations and purchases during the winter.

My opinion is, that if money matters are all right, the best way to lay in the quantity of iron required for next year, will be to bargain with a manufacturer for the 2000 tons, to be delivered as fast as he wishes in Liverpool, payable in Bills on Baring's at 60 days sight as delivered here in lots of not less than 100 tons, the Iron to be stored on account of the Commissioners until it can be shipped, the storage I have ascertained can be done at a cost of about 1s. 6d. per ton, should it come to hand when there is no vessel leaving this, storing will make the transaction safe, and all in our own hands. It can be so arranged for payment that the Bills can come forward as required. It is possible that the Commission might be saved if I conclude to remain in Liverpool all winter, but the Commission is the least consideration if the business be only well and honestly done.

On Monday, by Canada, I shall hear about my suggestions as to the Bridge being made in Saint John, and also what about Fleming and the Locomotive. I fear he wants confidence in himself, and if he does, it is precaution for him to ask us to risk a £1000 or so of the people's money to enable him to experiment.

Monetary affairs are better—the failures the past week in the Kingdom are few; the Northumberland District, sunk with liabilities of about 3 million pounds, will be a bad affair for the East Coast, it suspended payment two days ago, but altogether the feeling is decidedly better, and all think the worst is past.

The Bank of England has increased its stock of gold 1 million within the past week, and the over issue is reduced so as again to bring the operations of the Bank within the Act. Consols are now up to 91—a rate at which they have not been at for a month past; in fact, all money operations are much easier. A week or ten days ago, 30 day paper was all that would go, now, 3 months go free, and 6 months (good) is sought after for the sake of the shave at the high rate of interest. The sale of Canadian and New Brunswick Bonds from 107 to 108; latter, 102½ and 102, shews an ease off in the money market quotations. Merchant's Bar Iron in Wales, £6 10s. to £7; Staffordshire Common, £8 5s. to £8 10s. in Liverpool. Difference in price in Welsh Bar, in Cardiff and Staffordshire Bars in Liverpool, 20s. to 35s.; this seems to confirm what I have been told as the difference in rails.

At Halifax a vessel was landing turn tables, (I think they are called the machine for turning the Locomotive,) from the Clyde; I was told at the Railway Office they cost less there than the United States, but as they had not received the invoice could not say the cost.

Yours very truly,

(Signed)

ROBERT REED.

Liverpool, 4th December, 1857.

R. JARDINE, Esquire,

DEAR SIR,—Yours of the 16th ult. reached me on Monday last. Immediately I made inquiries respecting the Iron, &c. for Fleming & Humbert. I found that but a small portion of what is wanted is in stock, the remainder would have to be made to order, and could not be got ready for shipment before the last of the month. The first Steamer for Portland is the North American on 30th December, and by the time she will arrive the St. John boats will have ceased running. In the summer season there is seldom a sailing vessel from Portland to St. John, and in the winter none, so that it would be folly to ship the stuff to Portland before February, so to meet the first trip of the St. John boat. It could be shipped to Boston by the Cunard Steamer leaving here 2nd January, but the same objection applies to sending to Boston for the St. John boat, for the St. John boat will not be running, and the uncertainty of a vessel leaving for St. John makes it doubtful, whether taking into account the probable long passage in the winter it would reach St. John much sooner via Boston, than via Portland, if shipped here in February, besides sending it out now, via Boston, would add to the cost of materials considerable. The freight to Boston is 60s. per ton and 5 per cent., then there would be the cartage from South Boston to perhaps Long wharf, Boston, including ferriage, perhaps 10s. per ton more, the charge for transhipping and the freight to Saint John, with winter rates of Insurance, hence to Boston and St. John, would add considerable per centage to the ordinary cost; we estimate the weight at 25 tons.

The last vessel that sailed from here to Saint John was the Lampedo, on Saturday last: I do not think there will be another before February or beginning of March, but if there is one laid on shall make the shipment by her.

During this week I have had two letters from Mr. Tilley, and I am afraid money matters are not altogether free. In the first place he gives his opinion that under all circumstances it will be best to purchase the Iron through Baring's, which of course should be done if the Government think it most for the interest of the Province to do so. The Government has to find the money, and if the purchase of the Iron will help along the cash operations, why the Government and Commissioners ought to work together; but then I am of the old opinion still as to the purchasing, if it can be done without prejudicing the money operations through Baring's.

I have not done anything yet about the bridge, and shall not until I hear that money matters are all right, it will be time enough to see about it even a month or six weeks hence.

I see by the *Times* that sales continue to be made of New Brunswick Bonds at 102, 101½, and 101, but there has been no sales reported the past two days, this no doubt arises from the unfavourable change in monetary affairs, occasioned by the panic in Hamburg and Sweden. There have been several failures in London, and three or four here during the last week, all unconnected with New Brunswick trade.

Staffordshire rails are this week quoted at £7.

Expect to hear from both you and Mr. Tilley by the Arabia, on Sunday or Monday.

Did you forget to send the Railroad chair pattern by Mr. Vaughan?

Yours truly,

(Signed)

ROBERT REED.

Liverpool, 9th December, 1857.

R. JARDINE, Esquire,

DEAR SIR,—Since my last, via Halifax, I have concluded (after taking all circumstances into account) that it will be best to ship the Locomotive materials, and have placed the order in the hands of Messieurs Naylor, Vickers & Co. for execution; the articles except the Tyres will be shipped to Boston per Steamer leaving here 19th inst. from there they will have to go forward by a sailing vessel as the St. John boats will have ceased running, although in this way the extra expense of sending the stuff forward will add a heavy per centage to the cost, no doubt it will be better for Fleming & Humbert to bear it, than have a portion of their men unemployed during the winter.

The Staffordshire plate cost £10 10s. per ton, less 2½ per cent. cash; the Axles £18 per ton, less 2½ per cent.; and the Tubes 1s. 1d. per lb, cash.

The tyres do not go as the order is not sufficiently explicit. It says, "12 Low Moor tyres suitable for Locomotive driving wheels, 5 feet 6 inches diameter, flanged." I am asked whether they are to be welded and blocked, or bent only, and the manufacturer suggests that they should be 5½" × 2 7-16" at tread, and 5 1½" inside diameter; please send particulars and they will be sent forward, via Boston or Portland, as you direct, or they can be sent by first sailing vessel to Saint John, which will probably be in time, and be less expensive. You will see by the copy of the order handed Messieurs Naylor & Co., that they are to effect insurance on the shipment hence to Boston, and that the branch of their House in Boston will attend to the transhipment, free of charge. You will of course effect insurance from Boston to St. John.

On account of the heavy extra cost of transportation, and after the prices were fixed, Messieurs Naylor agreed to waive their Commission on this shipment.

In regard to your anxiety to hear from me relative to money matters for Railway purposes, I can only say I have very little information on that subject to impart; it is no part of my business unless I have directions from Head Quarters, my letter of introduction only referred to information as to the progress, &c., of the Railway, and not to money matters; it would therefore have been improper for me to be over-pressing for a knowledge of what should only be made known to the Government.

Messieurs

Messieurs Barings did however give me very freely all the information regarding money matters I then considered needful, although the ostensible object of my call was to grant information about the Railway. Sales continue to be reported of New Brunswick Bonds, but to what extent I am unable to say. No doubt the Government will have been fully advised by Messieurs Barings of what is doing and the prospect of the future, and although I would like to know, it would be very unwise for me to make special inquiries or shew any anxiety about money matters to Messieurs Barings. The last sales reported are at 101½.

There is very little alteration in monetary affairs. Gold continues to flow into the Bank, but the rate of Interest is still 10 per cent. with great tightness and want of confidence, owing to failures every day in London of houses connected with the continental trade. In Liverpool there have been no new failures connected with the St. John trade, indeed there have been only three or four of any note during the last fortnight.

It is expected that in another week or so the position of the Bank of England will be such as to warrant a reduction in the rate of Interest.

Last quotations of Rails in Wales £6; in Staffordshire £7.

Yours very truly,

(Signed)

ROBERT REED.

Liverpool, 18th December, 1857.

R. JARDINE, Esquire,

DEAR SIR,—Yours of the 1st inst., has come duly to hand, contents noted; the promised letter by the last Steamer from the Provincial Secretary has not come to hand.

I have seen Messieurs Naylor, Vickers & Co., respecting the rails shipped, and handed them Mr. Light's letter for perusal and reply. I have also seen the manufacturers, the substance of their remarks is contained in the enclosed letter addressed to me. I have already explained to you that I was mistaken in regard to the quality of the Iron in the top of the rail.

In regard to any claim, I am inclined to think we should not succeed in receiving. It appears to me from reading the correspondence respecting the Inspector, that neither the manufacturer or the agents will be liable, although the Inspector may be, but he is probably *valueless*. I enclose his certificate; however, you have the letters, the invoices, the rails, and the certificates all on the spot, and you will be able to judge more correctly than I can, but if you see that a claim cannot be substantiated or that it is of little moment, then I think the remittance should be made, now that the entire shipment has arrived safely; but ere this reaches, those per Imperial, will have been landed, and no doubt, particularly examined, and although I am not in favour of renewing our transaction with Messieurs Naylor & Co., I must say in justice to them that they appeared to give every attention to the execution of the order, and were very desirous to please; and I must also say that the establishment at which the rails were manufactured appeared to be of the first order, and the parties highly respectable. I am a little inclined to think that the affairs will turn out not to be as bad as represented. I believe both agent and manufacturer wished to give satisfaction, so to secure further orders, and they knew if they furnished a bad article the order would not be renewed. I would not recommend withholding the remittance unless you have good grounds for a claim, it might have an injurious effect on further operations; had I known as much as I do now about rails when I was in Staffordshire, I might have tested their correctness, but I may be excused when Mr. Light himself was so long in making the discovery. Herewith you have copy of Invoice Locomotive materials shipped per Niagara steamer to Boston; hope Naylor, Vickers & Co. will write their Boston friends to re-ship to Saint John; the weight is much less than first calculated upon, and the Insurance very low. You will see that I have drawn out of them the Insurance mystery—that they allow a drawback of 7½ per cent. Not knowing what reply they made to your remarks about the drawback on former shipments, I have said nothing to them on the subject, and only referred to it as stated in the order, a copy of which I sent you; this matter is clear, and the amount of Invoice and interest as agreed, which will be at 10 per cent., you will of course remit on receipt of Bill of Lading which will no doubt be through the Boston House; as to the drawback on the former shipments, you well know what reply they made to your request to credit the amount, and will be able to act accordingly.

Until I heard of the safe arrival of the Imperial with the balance of the iron I was desirous of keeping on very friendly terms with Messieurs Naylor & Co., as the Insurance might have to be collected, and I thought it best to hand them the Locomotive material Order. I am under the impression that they have pickings on these purchases in the shape of a discount for cash, but then it is the English fashion; any way they are disposed to execute the order without furnishing particular information, if they can, and this don't suit me, I want to know all about it. They have not sent the Policy of Insurance on the present shipment with the Invoice, as desired; they have, no doubt, effected it in conformity with the order, and the stuff will reach with the letter. You will of course cover the Invoice from Boston to Saint John.

Money matters about same as when I wrote you this day week.

New Brunswick Bonds are reported about every other day, as sold the last was at 102½.

Have done nothing about the bridge, and shall not until I hear that money matters are all straight. Nothing yet of the pattern of rail and chair that was to be sent forward. If there is rails to be contracted for, patterns should be sent, as the old ones may not be fit for use even if to be had.

Referring you to the letters to and from Naylor & Co. respecting the Inspector for the rails,

I am, dear Sir, yours very truly,

(Signed)

ROBERT REED.

Liverpool, 25th December, 1857.

R. JARDINE, Esquire,

DEAR SIR,—Yesterday the Bank of England lowered the rate of Interest to 8 per cent. and the discount houses still lower. Good paper has been done outside at 7 per cent. up to 7½ per cent., and the prevailing opinion is, that there will be another fall of 1 @ 2 per cent. very soon. The joint stock Banks refuse to receive new deposits at over 5 and 6 per cent., and most of them have reduced the rate on existing deposits to 6 per cent. Gold continues to arrive from all quarters, and is being taken into the Bank. It is supposed the statement to Wednesday night last, will show an increase of over a million, and that the reserve of notes will have gone up to eight millions. All this shews a great ease in the money market, and we may fairly look for a moderate rate of interest in a few months, with a gradual revival of trade. I hope to hear from both you and the Provincial Secretary by the Steamer due on Monday next. It is now about time to arrange for the bridge, and if money matters are all right, which now I have no reason to doubt, we should not allow the present opportunity of low prices to pass without laying in at least what iron will be wanted during 1858. You will see by the Newspaper forwarded by last Wednesday's steamer, that Staffordshire Rails are quoted at £6 10s., but it is hard to say what the price might be for cash and immediate delivery.

(Signed) Yours very truly, ROBERT REED.

When the rails are ordered I should have the pattern of rail and chair that was to be forwarded immediately after I left home.

Wishing you the compliments of the season,

(Signed) I am, &c. ROBERT REED.

Liverpool, 1st January, 1858.

R. JARDINE, Esquire,

DEAR SIR,—Your's of the 14th ult. at hand, contents noted. I have written to Messieurs Barings for information about the price of Iron, as I think the lowest point has been touched; £6 10s. was the quotation in the papers last week, but this week the rate has been put down at £7 for Staffordshire; they reply that on Saturday they expect to furnish me with the result of the inquiries they have set on foot. When I hear from them it will be a matter for my serious consideration, whether to act on your Letter (should prices be satisfactory) in the face of Mr. Tilley's, received also by last Mail, stating he did not think it prudent at present to make any engagement for Iron, and that the Tenders would be opened on Wednesday following, when the Government would decide upon the extent of next (the present) year's operations.

As my letter to Messieurs Barring will draw out considerable information, and if the price of iron is such that I may think it advisable to buy, and so save considerable in the cost, I may, after receiving their reply, go up to London and consult, in which case I will call upon the person who acted Inspector on the previous shipment. I expect from the price paid, (6d. per ton.) that there was only a general examination of the bars. The manufacturer acknowledges to the ends being sawed untrue; but as I said before you have the iron and all the documents, together with the Inspector's certificate, and I would recommend a thorough examination of the iron by Mr. Light, and his report, together with the other papers relating to the agreement and shipment of the Iron, being laid before one or two good lawyers, probably the Attorney and Solicitor General, and get their opinion. One of Mr. Scovil's letters says the pattern must be strictly adhered to, and if the iron varies an eighth or a quarter of an inch, it is doubtful whether that order is complied with. When the iron is arranged for, I will see about fixing the 500 tons for Shediak to send Mr. Scovil, and will write.

Money matters getting easier fast. Bank rate 8 per cent., outside good paper free at 7 @ 7½ per cent., Bank of France 5 per cent., reserves of the Bank of England rapidly augmenting, and it is supposed the next drop will be 2 per cent. next week or week after. Occasional failures take place of houses weakened by sales of foreign produce and losses by other broken down houses.

(Signed) Yours truly, ROBERT REED.

Liverpool, 8th January, 1858.

R. JARDINE, Esquire,

DEAR SIR,—Herewith you will receive copies of correspondence between Messieurs Baring and myself respecting the purchase of Railway Iron.

I had every reason to suppose that Staffordshire rails had declined in price as well as Welch rails and other Iron, and certainly I am very much disappointed at the result of my inquiries.

I am aware that Price Currents are not always to be depended upon as correct to a fraction, but they are considered generally to approximate to actual prices and transactions. Messieurs Barings shipped Welch Iron to the Nova Scotia Railway in July at £8, now they think it can be had for £6 a decline of £2 per ton, while Staffordshire is at the same old rate of £8 5s. the same as when the purchase was made in July last.

No doubt Monday's steamer will bring letters from both Mr. Tilley and yourself.

The weekly statement of the Bank of England will shew to-morrow a large addition to its stock of gold and reserve of notes. Yesterday the rate of interest was reduced to 6 per cent. but first class paper is discounted outside at 5 per cent. for thirty days, to run 5½ @ 5½ for 60 and 90 days, and 5½ per cent. for 6 months; second and third class paper must of course pay higher rates. The Bank of France is fast getting into a very strong position, and it is supposed that before many days the rate of interest will be reduced there to 4 per cent. At Hamburg the rate is 3½ per cent. with some transactions as low as 2½ per cent. and in Prussia 4½ is the rate, so that money matters are again getting into order, and we may fairly look for a gradual revival in business.

Yours very truly,

(Signed)

ROBERT REED.

On reference, I find the quotations referred to and inserted in the *Liverpool Courier*, taken from Bentley, Blair & Co's. Metal Price Current, which should be about correct, quotations as follows:—

1857.

January	7, £8 5s. to £8 10s.
	14, do do do
	28, do do do
February	11, do do do
	25, £8 10s. to £8 15s.
March	4, 8 10
	18, do
April	1, do
	8, do
	29, do
May	20, £8 5s.
	27, do
June	10, £8 to £8 5s.
July	1, 8
	15, 8
	28, 8

1857.

August	12, £8
	26, 8
September	9, 8
	30, 8
October	7, 7 15s.
	14, 7 10
	21, 7 10
	28, 7 10
November	4, 7 5
	25, 7 5
December	2, 7
	9, 7
	16, 7
	23, 6 10
	30, 7

You will see there has been considerable variation in the price, and that in July the quotation was £8, while we paid £8 5s.; perhaps the difference was for delivery in Liverpool. If I remember right it was when the quotations stood at £7 5s, that Naylor & Co. told me they thought it could be had for prompt pay at £7.

Yours truly,

(Signed)

R. R.

9th.

Choice paper discounted freely in London, yesterday, at 4½ to 5 per cent.
Bullion, Wednesday night, £12,640,000; Reserve Notes, £7,088,000.

Liverpool, 9th January, 1858.

R. JARDINE, Esquire,

DEAR SIR,—After receiving Messieurs Barings' last letter, I asked Messieurs Naylor & Co. to let me know at what price 2000 tons best Staffordshire rails could be bought for. I have just seen three of the parties who all say that the purchase could now be made at £7 for prompt pay by bills at 60 (or) 90 days on delivery in Liverpool, and handing over bills of lading; they of course are not aware of any communication with Messieurs Barings' on the subject. Immediate delivery is an object.

Yours, &c. &c.

(Signed)

ROBERT REED.

Liverpool, 15th January, 1858.

R. JARDINE, Esquire,

DEAR SIR,—Your esteemed favor 29th is at hand, contents noted.

In reference to Mr. Fleming's certificate, I shall during next week ascertain whether such irregularity in the size is usual or not; on my way to Manchester, London, &c. I will have an opportunity of seeing and measuring for myself. Yesterday I examined a lot of double headed rails from Wales, and found them nearly of the same size every way, the variation not exceeding a 1-32 of an inch; at the same place I found a lot of Bridge Rails, and on examination I found them to be fully as irregular in the size as those shipped to Saint John are represented to be. At present I am under the impression that the irregularity is owing to the pattern, that the Iron when rolled to the pattern cannot always be of the same heat, and the difference in the size arises from the different degrees of heat, causing it to contract more or less as it cools. However, by next mail hope to be able to give a particular report.

I find myself in considerable of a fix in regard to the Iron. Messieurs Barings' wrote yesterday date in reply to mine of 7th, that as the money market is greatly improved, the Province Bonds are selling currently, and that difficulty being removed, they think now is the time to buy rails; that Staffordshire rails have not followed the general market, but Welch rails such as they have hitherto sent, can be bought

bought at from £6 @ £6 10s. probably they could contract at the former price with an order in hand. I wrote you last week that I could buy the same specification as sent to Barings for £7, subject to a particular inspection. I since then have made considerable inquiry, and find the Iron market is improved; the ease in the money market has brought in orders for rails from quarters, and now £7 10s. is the lowest.

It was decided by the present Board, as well as by their predecessors and Mr. Light, that it would be most advantageous to get Staffordshire, although the first cost was something more. The Government and Commissioners say buy through Barings, the cost through them is £2500 more than they could be had for a week ago, and £1500 more than the article can be had for to-day through other parties, and I believe the article quite as good. I shall reply to Messrs. Barings to-morrow, after I see what the letters per Persia say, and Monday or Tuesday go up to London, and the result will probably be, that under all circumstances, I shall think it best to buy the Welsh Iron, and have it shipped direct from Newport or Cardiff.

Yours very truly,

(Signed)

ROBERT REED.

The reason why the double headed rails are more regular than the others, I think that they have more substance, being much heavier than our pattern. That our thin flange is acted upon same as on the bridge rails by the different degrees of heat and cooling. It is easy weighing the bridge rails now on hand at Saint John.

Liverpool, 2nd February, 1858.

R. JARDINE, Esquire,

MY DEAR SIR,—Since I wrote you, via Halifax, I have got a copy of the East India Company's specification for the manufacture of rails, a duplicate of which I herewith enclose. You will see that it describes exactly what is required to ensure the delivery of a good article, and it shews pretty clearly what the rails gone to Saint John might have been. I regret that I did not get it sooner, because if I had had it before the purchase was made, I would have seen that the bargain was based upon a specification made up to suit the New Brunswick pattern; however, the information it affords will not altogether be lost, as it enables me to judge pretty near what we should have from Messieurs Bagnell, and before he commences the manufacture of the rails, I will endeavour to have a clear understanding between the Inspector and the Contractor as to the mode, &c. of the manufacture. It is only by degrees that information can be gained in this country as to business transactions. It seems to be the policy of all to afford as little knowledge of the transactions as possible, hence the difficulty of getting on the right track at first. As to future supplies of rails, I think, from the enclosed, a specification to suit our pattern may be made out by Mr. Light to accompany the order, and the purchase should be made subject to all the conditions of the specification. It would then be the duty of the Inspector to see that the bargain is fully carried out.

The Imperial has not yet arrived with the pattern of rail and chair, consequently cannot say anything about the delivery or shipment of the rails. I think it will be better for Mr. Scovil to leave the shipment of the lot for Shediak to Messieurs Boysen, Hoyer & Taggert, and I will see them about it and arrange to suit.

Financial affairs improving, money getting very cheap, Bonds sold on Monday at 104½ ex January dividend.

Yours truly,

(Signed)

ROBERT REED.

Liverpool, 6th February 1858.

MY DEAR SIR,—The "Imperial" has arrived with the pattern of Rail and Chair, it is now landed and I will take it up to London on Monday, and get the Rails and Bridge matter into working order.

Poor Purdy is in an awful stew because I won't give him what I haven't got, or tell him what I don't know, and he went to Barings for a load of Railway Iron, but they very properly referred him to me.

The Bank has reduced the rate of discount to 3½ per cent. Outside best paper is done at 2½ to 3 per cent. New Brunswick Bonds keep going at improving rates, on Thursday sales at 106.

Yesterday a subscription list was opened in London for £1,164,000 Grand Trunk, 6 per cent.; the whole was subscribed for at 97.

Yours very truly,

(Signed)

ROBERT REED.

Liverpool, 11th February, 1858.

R. JARDINE, Esquire,

DEAR SIR.—Yours of the 25th instant is to hand, contents noted. My previous letters will have advised you that I anticipated your recommendation to purchase through Messrs. Barings, and also that the order for lengths of Railway Bars was made in accordance with Mr. Light's desire, as expressed in his letter enclosed by you.

If the Bill for Messrs. Naylor & Co. had come through me, I would have been in a better position to urge the claim made upon them; as it is, I am very doubtful if they will make any allowance whatever. To-day

To-day I very carefully measured a hundred of Railway Bars, (being part of a cargo now loading for Alexandria, U. S.) of precisely the same pattern as ours; I found them to vary in height to extent of 1-16th of an inch, in the breadth of head to extent of 1-16th, in the neck $\frac{1}{4}$, and in the width of the flange to extent of $\frac{1}{4}$ of an inch, and although Mr. Fleming's Report says something more, this shows there are rails made and shipped as well as ours and of same pattern too, that are not manufactured to a mathematical nicety. I have no doubt the different degrees of heat at which they are worked has some effect in causing a slight variation in the dimensions, but I presume the wear of the rolls has more to do with it. It is the duty of the Inspector to see that the rolls are kept to their proper size, when not so, they should be renewed. I took the pattern of rail and chair to London on Monday last, it was to be sent to the manufacturer as soon as the templet was made. The detailed drawings for the Bridge were not complete, but they will be furnished early next week, together with several sets of tracings to be sent out with the specifications for Tender; we shall then select six to eight of the best builders, all equally competent, and whoever bids the lowest shall have the job: the whole to be under the superintendence of Mr. May. This I believe to be the only safe course to pursue, and I feel every confidence that the work will be done in a satisfactory manner; if it does not prove so, it will not be for want of every precaution being taken on my part.

As there was no particular specification with the contract for the rails, I think it best to have a talk with the manufacturer before the Inspector goes to the works. I leave to-morrow morning for that purpose, and about Tuesday next when the rolls are expected to be ready I intend to meet the Inspector at the manufactory and arrange the composition of the pile. I have been making inquiries about the chairs, and I expect to get them cast at or near the establishment where the rails are made from Welsh Cold Blast, or iron equally as good.

Our rail slants a little on the top, one side being higher than the other. The rails I examined to-day the height on both sides were alike; there were no chairs shipping, but I presume the inclination is given in the chair, this would allow of the rail in case of being worn on one side to be turned end for end and placed in the same chairs again, whereas as ours are made they would have to be changed to the other track. Mr. Light will understand what I mean.

I seen a railway chair at Messieurs Barings, for a rail something like ours; the bottom of it was more than twice as thick as ours, and it was so made as to allow of the rail being wedged up with wood. Our pattern of rail and chair is a very nice fit, and I see the necessity of the greatest accuracy in the manufacture of both.

There is now shipping at port for the East India Company a Railway Viaduct of nearly a mile in length. It is constructed in a different way from ours, and is being shipped in small pieces as recommended by Mr. May; there are, however, portions of the sides of about 10 feet in length, but they were not more than 4 feet high; the angle irons, to break joints, projected out as previously referred to, which I think is very objectionable, they are subject to injury in the transportation.

I see by the Newspapers that two vessels cleared at Boston for Saint John on 14th January, and that one of them had arrived before the date of your letter, so that there must have been neglect as to the shipment of the locomotive materials. It would have been better to have telegraphed Naylor's to apply to Ferris for information about a vessel.

John D. Purdy is making quite a fuss here because I wont give him a load of Railway iron for his ship "Conquest," and says there will be a time about it at home, and all kinds of declarations about Liberals and Tories. Well, I suppose there will be a time about it if he can make it; but for me, it will be quite time enough to look out for its shipment when I know or have some idea when it will be delivered. When I do know, I will act the Commissioner, and ship it as I believe to be right and in accordance with the views of my brother Commissioners and the Government, as well as the people generally. * * * The Bank has again lowered the rate of interest, it is now 3 per cent., and outside paper, (choice) is discounted as low as 2 $\frac{1}{2}$ per cent.

New Brunswick Bonds are selling at 107 $\frac{1}{2}$. Mr. Bates told me all the Province Bonds were sold, and that now is the time to send them along as money is cheap and the Bonds sell freely.

As the prospect is that the Railway works will be pushed on vigorously this season, it is possible there may be more iron wanted. It is a matter for your consideration, and if so, my opinion is, the sooner it is ordered the better, as new lines of railway are being projected in all quarters, which will cause an extra demand for iron.

Yours very truly,

(Signed)

ROBERT REED.

I enclose a list of prices for Low Moor Iron, &c. 1st January last; the usual discount for cash is 2 $\frac{1}{2}$ per cent. We are gradually getting posted up. I go to the works next week to see about the tyres.

Liverpool, 19th February 1858.

R. JARDINE, Esquire,

DEAR SIR,—I have just arrived from London and will write briefly, but next week will give you full particulars, with copies of letters, specifications, &c. &c.

The specification, form of tender, and tracings for Bridge, went forward to the parties this afternoon, they are returnable 27th instant. I enclose rough draft that you may have an idea of how it is being worked up, but I have made considerable alterations. I met the Rail Inspector at the manufactory on Wednesday, the rolls were not finished, but they were expected to be to-day.

I fully believe we shall have a first rate article, the top slab in the pile is to be hammered best Iron 1 $\frac{1}{2}$ inch thick.

I made an order to-day through Messrs. Barings for 120 tons chairs, to be made by the same parties who manufacture the rails, from Blacknarvon Welsh Cold Blast Pig Iron, price £9 5s. : the quality will no doubt please Mr. Light, but the price is high, although if they are any better the extra cost is a small per centage on the sum total of the road.

The rails will be coming forward next week, and I will have to decide about the shipment to Saint John. I inquired of Boysen, Hoyer and Taggart about the Shediac lot, but they have no orders ; the Saint John lot I will ship first, and leave the Shediac for the last, by which time I shall hear something from you or Mr. Scovil regarding it. It seems to me it would have been better if Mr. Scovil had authorized me to take up a vessel for him at a rate to be named to bring a cargo back, the vessel having the benefit of the freight out ; however, I shall put off the shipment as long as I can.

Business is gradually reviving ; all foreign produce has an upward tendency as well as timber and deals, the former sold, Saint John lot, at 4d. to 5d. over the average.

Yours truly,

(Signed)

ROBERT REED.

Liverpool, 25th February, 1858.

R. JARDINE, Esquire,

DEAR SIR,—Yours of the 8th inst. reached me in due course, contents noted. You will see by the copies of letters, herewith enclosed, on the subject of the conveyance of the railway materials, that I have accepted the offer of Messieurs Fernie Brothers & Co., for its shipment by the Packets hence to Saint John, and I feel confident this decision will meet the approval both of yourself and Mr. Scovil, and also the Government, notwithstanding the clamours of a few interested and disappointed shipowners. The only vessels on for Saint John, are the David, the Conquest, and the two Packets. You will see that Messieurs Vaughan's offer is for the conveyance of the whole of the quantity for shipment at 15s. per ton, but if the quantity is greater than the quantity to be shipped, then the freight to be at a still lower rate, so to secure the lesser freight we should have to buy and ship more than we wanted. The David was built in 1847, and is consequently in her eleventh year ; she is not reported in Lloyd's Register for June 1857, and appears to have been off for several years. Messieurs Fernie's offer speaks for itself. I had no offer from the redoubtable John D. Purdy, notwithstanding he was asked, and hath six days to make up his mind. When he first arrived he claimed 700 tons rails (out of the 1500 tons to be shipped) as his share, but the pattern of rail not having reached me, I was not in a position to give him any satisfaction further than that there was not a bar of railway for us manufactured, and that I did not know when there would be any. However, he was not content with this, and he wrote Messieurs Barings, who very properly referred him to me ; he afterwards went to London to make a personal application, but the result was the same. While he was there, I was desirous of obtaining an offer from him, as the pattern was forward, and the prospect was that the rails would soon be commenced and require to be shipped. I applied to Captain Brewer, the Master of the Conquest, who informed me he could do nothing in the matter until Mr. Purdy returned from London, which would be the next day, Wednesday, and as I would leave Tuesday evening for London, I left my London address with Captain Brewer, requesting him to forward me an offer by Thursday night's mail, stating the rate of freight, the quantity he would take, and when the vessel would sail. The letter did not come forward. I returned to Liverpool on Friday night, and on Saturday I saw Mr. Purdy, yet he did not refer to the subject, and on Monday I decided upon the offers ; and now that the matter is fixed he is very wroth, and says there will be a time about it, and threatens me with his mighty influence and vengeance ; but I am not to be driven by a few hungry expectants from a course I believe to be most for the interest of the Province, and having acted, I am willing to stand or fall by it. If I have done wrong, the Government have the power of appointing my successor, but I claim the right of defence. Mr. Purdy was a disappointed man from the day he arrived ; and it appears that when he was asked for an offer he could not make up his mind how to act ; he did not want to carry the iron himself at under a fair rate, but if he was sure he would not get any, then he would offer low. The Conquest is only ten years old, but she is not reported in Lloyd's last issue, and will not insure on so favourable terms as vessels that have passed their Surveyors, and are reported in their books ; the difference is to be considered by shippers. I could say more on this subject, but I think it quite unnecessary, and would not have said so much did I not stand in the double capacity of Commissioner acting on behalf of the Province, and being individually owner of half of the Packets, and bound to be censured. Independent of other considerations, it must not be lost sight of that the materials for the Bridge have to be shipped, and as great care should be taken in their stowage, the vessels should have between decks laid, and suitable ships may not always to be had to go to Saint John, should the Packets be taken off.

I was at the Low Moor Iron Works on Tuesday, and gave the order for the Tyres, they will go forward by the Middleton.

Yesterday I was at Staffordshire where the rails are being manufactured. I met the Inspector, and he promises the rails to be a first rate article. I shall endeavour to send a sample out to you by Mr. John M'Lauchlan who leaves by this Steamer. Messieurs Bagnalls are very desirous to please, being anxious to secure further orders, and I tell them they are competing with Messieurs Barings "Wendale." Every care appears to be taken in the rolling so to have the dimensions uniform, or as near as it is possible to have them, for it appears that a difference of two seconds in time in passing through the rolls will cause a slight variation in the dimensions, and this cannot always be avoided,

besides there is a gradual wear to the rolls; however, both Messieurs Bagnall and the Inspector see the importance of adhering to the dimensions of both rails and chairs, so as to make a perfect fit. I gauged a large number of the rails, and found them to be as near as it is possible to make them, not varying a sixty fourth of an inch, except in the lengths, which the Inspector allows to be $\frac{1}{2}$ of an inch to meet the variation in shrinking or cooling. I made the order for 120 tons chairs, the 20 tons being to meet the breakage on the former lot. Messieurs Bagnalls complain bitterly about the close fit of the rail in the chair, and say it is worth more money to make these rails and chairs than those usually made that do not require the dimensions to be so closely adhered to. In talking with Mr. Charles May respecting the rails that have gone out, he asked me if they did not break within the first week after they were laid, and on referring to Mr. Light's letter, I found they did. He thinks it is in consequence of the tightness of the fit, and says the chairs will also vary in the cooling, and that if the rail bears on the chair at No. 1 and is not perfectly close to the bottom at No. 2 when the cars move over the chair will break at the back. He suggests a remedy, to ease off the chair from the top to about No. 3; but I seen in London what I think is much better, that is the fish joint, it was fitted to rails of a pattern similar to ours, and I have ordered two pieces of our rail fitted in this way to be ready to go out by the Middleton, that you and Mr. Light may see it just as it is. I think it is referred to in one of the books I sent you out by Mr. Wright. The joints are of wrought iron, connecting the rails by firm screwed bolts in each. The rails bound in this way ought not to be liable to cant, the spikes should be sufficient, but if not, I will give you an original idea for a chair. Weld a piece on the fish at the joint of the rails, of sufficient length to extend to the sleepers, this would make a support equal to a chair, and if Mr. Light adopts this, he must not cheat me out of my patent right, as this individual might some day become eminent as the inventor of the fish rail brace.

By Mr. M'Lauchlan I send you a copy of the specification for the bridge. The tracings have not come to hand, but they will go out next week. I also send you a Book containing plates of the different sections of Railway Tyres manufactured at the Low Moor Works. No. 17 is the one we decided upon, it will, when turned, be rather wider than the order; but the remedy, if necessary, is to reduce it to the size wanted; the sizes given are in the rough, and No. 16, when dressed, would be too narrow. The Book on unwrought steel will also be interesting, and the slip from the Newspapers will shew you that steel Steamers are being built. I seen the little craft for Doctor Livingston, the plates are only $\frac{1}{2}$ of an inch thick. The little Book shews the different articles made at the Low Moor Works. It is a question whether it would not have been better to have ordered Low Moor axles and boiler plates for the Saint John Locomotive.

You don't say any thing about the shipment or arrival of the Locomotive materials. The management of the Boston Naylor Vickers, is really vexations, as they must have known we were anxious to have them forward, having sent them out by Steamer.

This is the book that Robert wrote, but as my term of office will soon expire, according to the say of the formidable John D. Purdy, you need not expect many more of the same kind; however, it is well to look ahead, and perhaps you will speak to Mr. Light to give me a berth as Draftsman or Deputy Engineer. Specimens of my ability and knowledge in these departments I respectfully submit in this Letter.

Very truly yours,

(Signed)

ROBERT REED.

Liverpool, 26th February, 1858.

R. JARDINE, Esquire,

DEAR SIR,—I forward a box containing samples of Rails per Mr. John M'Lauchlan, there will probably be a charge for its conveyance from Halifax, which you will please pay. The sample is said by Mr. May, (who is Inspector for the East India Company,) to be good, the upper slab in the pile is best hammered iron, making $\frac{3}{4}$ " thick on the top of the Rail. The heads broken shews hard crystallised iron, and the foot, where there is no wear, shews soft tough iron to form the thin flange. The difference in wearing value between hammered and squeezed or pressed top slab, is from 12s. 6d. to 15s. per ton, so that after all we are likely to get value for the money. I inquired of Bagnalls if they would extend the contract 1000 to 2000 tons on same terms, if we required any more Rails; they say not under £8 10s. If there are more wanted, it will be best to make out specification, and get offers from others who stand as high for making Rails as Bagnalls, but giving them the preference in case the manufacture and delivery is satisfactory, which I think will be the case. I will say no more about highly respectable Houses, after giving my opinion about the parties engaged in the last manufacture of this kind, the result in this case will shew best, as in the other case. New Brunswick Bonds sold as high as 109 on Friday last, but they were afterwards affected by the defeat and resignation of the Palmerston ministry. The English funds were also affected; Consols went down 2 per cent. and New Brunswick Bonds were sold at 107½ @ 107½. English funds, however, begin to recover.

Yours truly,

(Signed)

ROBERT REED.

Liverpool, 3rd March, 1858.

R. JARDINE, Esquire,

DEAR SIR,—I went up to London on Monday to see the Tenders for the Bridge, and the schedule herewith enclosed shews the correctness of the course I adopted for its manufacture. There is a wonderful

wonderful difference in the amounts; and as Messieurs Fairburn's ideas are over £1,500 more than Cochran's, when he knew he was competing with others, we may fairly conclude that the difference would be double what it is had I given to him and placed the whole thing in his hands as per order, and as at first intended, so that in this transaction alone, me being here has saved an amount at the least equal to the freight of all the Railway Iron to go to Saint John.

You are aware I was not altogether satisfied with the way Messieurs Barings took to buy the Iron, I thought they might have got prices from at least two or three equally good makers, and I then determined to keep the management of the Bridge in my own hands; it has been entirely worked up under my own directions, and without reference to them, except to inquire the standing of parties connected therewith, and how the payments should be made to suit their convenience; at first they did not appear to understand why I was so curious to know all particulars, they would much rather have had the order placed in their hands for execution by one of their Clerks, but this plan would not afford me information. However, whatever else they may think of the representative of the New Brunswick Railway interest, they must be satisfied that he not only attends to his business, but that he can do it.

On my way from London, I stopped at Messrs. Cochran's establishment near Dudley. They were the makers of the Liverpool floating stage, under the superintendence of Sir William Cubett; it was a very heavy undertaking, and the workmanship is said to be excellent. They have now underway at their works, a viaduct for the India Railway Company of 9 spans, 150 feet each, for which they get £6000 a span, so that there is no doubt about their ability to undertake one comparatively insignificant Bridge, besides, we know before hand what we are to get; the drawings and specifications are clear, and Mr. May is a gentleman in whom I have the utmost confidence as to his ability and integrity, and I am sure will see that justice is done; besides, he feels that a satisfactory turn out of this job will ensure his future employment by the Railway Board of New Brunswick for any works to be done for them in this country requiring engineering skill. I also on my way to London went to the Works where the rails are being manufactured; I measured and examined a large number, and found them exact to the template, or as near so as it is possible to make them, owing to the difference in their heat when passed from the rolls, causing a slight variation; they are so near the same size that I would promise the dimensions exactly alike were it not for the complaints about the last lot.

The Sub-Inspector is very particular, he rejects for the slightest fault. Messieurs Bagnalls say that he is the most particular man they have ever had at their Works as an Inspector, but they do not complain, as they seem very desirous of giving entire satisfaction so as to secure the preference of future orders, and they declare that these are the best lot of rails they ever manufactured, that they will last our life-time.

I should have said in my last that the pile is composed entirely of hammered iron and bloomed. Mr. Robert C. May, the Inspector, pronounces these rails to be superior; and I think if there are more required for this year's operations it will be best to make the order at once, so that they can be got while I am here, for I am confident that my being here has great influence in the quality in every respect; and although Messieurs Bagnalls ask £8 10s. for a further quantity, I think rather than have the order go past them they would be willing to furnish an additional lot at the £8, and I think now we could not do better for the same quality. The rails begin to come forward, 50 tons are already on board the Middleton. >

Herewith I enclose the tracings for the Bridge work. I shall receive by the Niagara on Monday, Mr. Light's opinion as to the alteration in the cross girders, and on the whole of the rivetting being done in Saint John; this is Mr. May's opinion, and I also think it will be best. I enclose a letter from Mr. May, in which he refers to the piers requiring to be lower than originally intended, should the new cross girder be adopted.

I also hand you copy of the report of the first shipment of rails, it will show how the business is worked.

Mr. Baring told me on Tuesday that New Brunswick Bonds were selling at 108, this agrees with the report in the *Times*.

(Signed) Yours very truly,
ROBERT REED.

When in London I had some conversation with Mr. May respecting the fish joint; he pointed out a difficulty in our pattern, which could only be remedied by altering it as shown in the drawing herewith enclosed. In our pattern, the fish would project so far out on the wearing side of the rail, as to interfere with the wheels after they had become worn; he says, the rail is quite strong enough, as shewn in the drawing, and it would make a saving in the weight of iron.

For the consideration of Mr. Light.

(Signed) R. REED.

You will notice that Cochran's price for rivetting is higher than some of the others, but the difference will not amount to much as but a small portion of the rivetting can be done here; and as my pay won't afford a clerk, I am obliged to ask you to send this letter to Mr. Tilley for his perusal. I will have to write him short, and there may be something in it he would like to know, also the Bridge schedule.

Liverpool, 10th March, 1858.

MY DEAR SIR,—Yours of 22nd ult. reached me last evening, with sketch of Moosepath Station Bridge. To-morrow morning I leave for Staffordshire to meet the rail Inspector at the works, and to see about the chairs which are now being cast. In the evening I will proceed to London and place the bridge papers in the hands of Mr. May. I note what you say about giving the job to Messieurs Fairburn. Your remarks shall have due consideration, but my present idea is that it will be best to get offers as before.

Notwithstanding what Mr. Light says about Messieurs Fairburn, I am formally of opinion that the Bridge will be better constructed by Messieurs Cochran & Co., under the superintendence of Mr. May, than it would have been by Messieurs Fairburn without an overlooker, and the difference in cost is important. I shall keep in view the necessity for its early shipment.

The rails come forward slowly, the Middleton will only have about 250 tons. I have a gauge made to fit the pattern every way, and I use it very freely as the rails go on board. There is only the very slightest variation in the sizes, nothing that can interfere with them fitting in the chairs, and I am sure they will give satisfaction.

Yours very truly,

(Signed)

ROBERT REED.

As I have no secrets, I enclose copies letters to and from Barings, also Tenders for Hammond River Bridge, and another Report from the rail Inspector.

R. R.

R. Jardine, Esquire.

London, 12th March, 1858.

DEAR SIR,—I quite understand the importance of the early shipment of the Moosepath Bridge. Telegraphic messages have been dispatched to the parties as before, describing the girders, and asking offers per ton for delivery in Liverpool by 1st April all complete. Replies will be in to-night, and the party whose offer is accepted will immediately have notice. More time is required to procure the iron than to make them. I shall detain the Imperial to take them; they cannot be shipped in the hold and will go on deck, and of course will be first landed, so that you may calculate by 1st of May they will be on the spot, and as the road is good, and teams can take them to the spot wanted they may be soon in their place, and the cars running by middle of May.

We have decided to adopt the Barlow Rail $4\frac{1}{2}$ inches deep for the running rail, and have also concluded to use the same for crossings, they will be 5 inches deep and a foot wide, and be attached to the under side of the girders, in this way more than a foot of head room will be saved; the weight is 96lbs to the yard, about 50 will be required, about 24 tons cost about £8, and although the cost is much more than the wood, there will be no decay, and in the end will be the cheapest, besides the increase in height of roadway is very important, 13 feet being very low. The rails for cross Girders will of course be bottom up, but the cavity will be filled up with a mixture of tar and sand, making a level surface. Hope you can read this scrawl.

I have Bryson, Hoyer & Taggart, they will get a vessel for Shediac Rails when required, presume early in April.

In haste, yours truly,

(Signed)

ROBERT REED.

The rail rolls are wearing, new ones are ordered to be in to day, so that every care is being taken to have the rails right. Next week will send particulars of Bridge.

Liverpool, 26th March, 1858.

R. JARDINE, Esquire,

DEAR SIR,—Herewith I enclose tracing of the drawings for the girders and the arrangement of platform.

The 96 Barlow Rails could not be got, and we had to decide upon a lighter section, which by reversing, as shewn in the drawing, will make the platform stronger. This plan, however, reduces the head room over the road, but there is still a saving of 11 inches, and makes the height over road 13 feet 11 inches, instead of 13 feet as per original plan.

Mr. Light gave timber crossing,	...	...	...	...	12 inches.
Balk,	...	...	...	...	7 "
thickness Flange,	...	...	...	...	1 "
Rail,	...	...	...	...	$3\frac{1}{2}$ "
					23 $\frac{1}{2}$ "

The present plan is—

Thickness of 2 Barlow Rails, $4\frac{1}{2}$ & $4\frac{1}{2}$,	...	...	...	...	$8\frac{1}{2}$ inches.
Height of Timber,	...	...	...	...	$\frac{1}{2}$ "
Rail,	...	...	...	...	$3\frac{1}{2}$ "
					12 $\frac{1}{2}$ "
Difference,	...	...	...	...	11 inches.

In the present plan our own Rail will be used for the track, and they will be laid on wood, as shewn in the drawing, as the spaces between the rails of platform on upper side will be filled up with timber. Altogether I think Mr. Light will be well pleased with the alterations. The Locomotive Tyres are now on board the Imperial.

I forwarded a few days ago to Messieurs Boysen, Hoyer, & Taggert, an order on Messieurs Baring Brothers & Co., Liverpool, for the 500 tons rails for Shediac, and expect the chairs will be forward in time to send 25 tons by same conveyance. I requested them to have the vessel ready to load about 1st April, to commence immediately after the Imperial finishes.

Yours very truly,

(Signed)

ROBERT REED.

Liverpool, 2nd April, 1858.

R. JARDINE, Esquire,

DEAR SIR,—The girders were finished yesterday, and they might have been got over last night; all finished except painting, but as they will be a heavy hoist, (about 8 tons each,) and this being Good Friday and no work doing, it was not possible to get them on board the ship in time for her to go out of dock to-day and to-morrow the tides will be too low; I therefore told the Manager of the Canada Works that he had better keep them till completely painted, as it is important on account of their having to go on deck and be exposed to the weather and spray. The tides will be again high enough on the 12th, when she will proceed to sea. Mr. May says the iron in the girders is quite satisfactory, and the workmanship is better than what is turned out at 9-10ths of the boiler establishments; but it is desirable that in future more time should be given. The present job has been hurried, the workmen being employed night and day.

I enclose herewith a sketch of the platform of bridge, shewing the numbers as represented on the girders and Barlow rails. The rails go out in parts of three each rivetted together.

I also enclose a sketch of the bottom flange of the Hammond River Bridge as altered, to which I gave my consent, believing the four thicknesses all through to be better than the joint plates on the three. This alteration will involve some additional expense, but it will enable them to do a part of the rivetting here, and there will be a less number of pieces to be looked after when it has to be put together.

It will be well for Mr. Light to decide whether he thinks it best to send a competent man from here to superintend the rivetting of the Hammond River Bridge, or try some Saint John man; if he decides upon one from here, it will be well to let me know in time that a proper man may be procured.

The anticipated rise in the price of iron has not taken place, and I believe Messieurs Bagnalls would be glad to have another order on same terms, or less.

Yours truly,

(Signed)

ROBERT REED.

Liverpool, 9th April, 1858.

R. JARDINE, Esquire,

DEAR SIR,—Your favour of 22nd ult. came duly to hand, with one from Mr. Light, dated 12th ult.; the contents of both have my attention. I am of opinion that Mr. May's views regarding the cause of the chains breaking was correct; I would have been glad if you or Mr. Light had said in what part they had broken.

Yesterday about 15 tons of the new chairs came forward; I tried about a dozen on as many rails and found them to be an excellent fit. If these rails and chairs don't prove satisfactory, it appears to me it will be no use for any one to try to have them right except the dissatisfied himself. The girders are not forward yet; they have been down to the Birkenhead Docks for some days, but there is no Crane strong enough to be got at to load them in the Lighter. Yesterday, they had about concluded to send them round per Railroad, via Crew, a trip of about eighty miles, and from the Depot here they would be taken to the ship's side with large wheels; such heavy articles are not easily managed.

On the 23rd, I wrote Messieurs Boysen, Hoyer & Taggert, to have a vessel ready for the iron to go to Shediac by about 1st April; on 30th March they wrote me they were unable to procure a vessel at such short notice.

I tried my hand at the business; the first one I mentioned it to said he would take it. Mr. William Leavitt's ship Montezuma, being nearly ready, he went up to London and fixed. She will commence loading on Monday.

I suppose next week I shall hear the result of my trial; it is of little consequence to me what is the verdict, as I know it is quite impossible to please everybody, particularly a certain number of discontented shipowners and disappointed political aspirants in Saint John.

Yours truly,

(Signed)

ROBERT REED.

Liverpool, 12th April, 1858.

R. JARDINE, Esquire,

MY DEAR SIR,—The bearer, Mr. Thomas Sommerville, is about sailing in the *Imperial* for Saint John, with the view of settling in New Brunswick; his occupation is a Gardener, and his testimonials as such are highly satisfactory. When I first seen him it was his intention to purchase a farm in our Province, but I suggested to him that a public pleasure garden, situate a few miles from Saint John on the line of Railway, might be made profitable if properly conducted; various kinds of amusements should be introduced, and a refreshment room, to make it attractive for strangers and our own people requiring a little recreation, admission by fee, and all articles furnished at fair prices. This is merely the idea, the details of which would have to be governed by circumstances. The production of vegetables for the City market might also be connected with the gardening, and so help the income. Knowing your readiness at all times to assist and further any undertaking calculated to benefit or beautify our city or its neighbourhood, I take the liberty of recommending Mr. Sommerville to your consideration and advice, and hope the result may be the establishment of a place of public resort for our people, that will be beneficial to them, and profitable to the proprietor.

I remain, dear Sir, yours very truly,
(Signed)

ROBERT REED.

Liverpool, 7th May, 1858.

R. JARDINE, Esquire,

DEAR SIR,—Your's of the 19th is received, contents noted. I made the order to Messieurs Barings for the 10 tons Cold Brook Vale, South Wales, Iron, to be purchased from Mr. Frederick Robinson, who can furnish it, same as previously shipped. He says it cannot be got from Wales sooner than two or three weeks, it will go forward, per *Boadicea*, with balance of rails and chairs.

It is customary to get a discount of 5 per cent. in London off premium of Insurance, and 10 per cent. when done in Liverpool. I understood that, per *Imperial*, was done here. I see the Commission charged is 2½ per cent., their Letter to me as well as to Mr. Fisher says 2 per cent. The charges on shipment is about 1s. 6d. per ton, which I think is about same as Naylor's. The quantity charged, I observe, is same as in the Bill of Lading. I inquired at Barings here whether the Middleton's Bill of Lading was made out the long or the short tons; the reply was the long, so that the London Barings will find at the end a difference between the quantity charged and what they have to pay for. The charges in Liverpool are Dock and Town dues, &c. The 2½ per cent. Commission is wrong, they should be content with their bargain, particularly as I have done all the work and they get all the pay.

I hope to go out by 5th June boat.

Yours truly,
(Signed)

ROBERT REED.

Liverpool, 14th May, 1858.

MY DEAR SIR,—One or perhaps two of the spans of the Bridge will be ready for shipment by the "*Boadicea*." I intend meeting Mr. May at Dudley on Monday, as one of the spans is now erected and ready for examination.

You do not say whether I should send out a head rivetter or not; I shall not do so, unless I have directions from you to send one out.

I have taken passage by Steamer for Halifax, leaving 5th June.

Barings House here will soon find themselves in a fix, in regard to the quantity of iron shipped. I see by the copy of Invoice you sent me, that the quantity charged is the same as in the Bill of Lading, which I have ascertained is considerably under the proper quantity.

They will find out when they compare their Invoices with the 2008 tons to be paid for; of course no blame can be attached to the London House, as they no doubt supposed the Bill of Lading to represent the correct quantity. Herewith I enclose the wind up report of the rails.

Yours very truly,
(Signed)

ROBERT REED.

R. Jardine, Esquire, Saint John, N. B.

TENDERS.

Baltic Buildings, Red Cross Street, Liverpool, 13th February, 1858.

ROBERT REED, Esquire, Liverpool,

DEAR SIR,—Understanding that you have a large quantity of Railway Iron for shipment to Saint John, we beg to offer on behalf of Mr. Thomas Vaughan, the owner of the *David*, to carry the same at the rate of 15s. per ton by the *David*, or at a still lower rate if the quantity is large.

The above vessel is now loading for Saint John, and will sail in March.

Waiting your reply, we remain dear sir, yours faithfully,

(Signed)

MORAN, GALLOWAY & CO.

Liverpool, 16th February, 1858.

ROBERT REED, Esquire,

Commissioner of Railways of the Province of New Brunswick,
153 Duke Street, Liverpool.

DEAR SIR,—We hereby offer to convey the Railway materials for shipment to Saint John, by the Saint John and Liverpool Line of Packet ships. on the following terms, viz:—

By ships registered in Lloyd's Books, for Railway bars and chairs, 15s. per ton, with the usual primage, all other materials according to their character at prices corresponding to the above. In the event of vessels being placed in the line which are not reported in Lloyd's Books, the freight will be 12s. 6d. per ton, for bars and chairs, with a corresponding reduction in other materials.

These rates are for shipments made by vessels sailing prior to 1st September next, and from that date to 1st November the freight will be 2s. 6d. per ton higher.

We beg reference to Lloyd's Register for 1857, where you will find the Ships of this line are the only vessels now in the loading berth for Saint John reported therein, consequently, insurance can be effected on shipments by these vessels at much lower rates than by Ships that are unclassed or aged.

We also beg to claim your especial attention to the following:—

That this Line has been and is the only one running regularly between this Port and Saint John.

That during its existence the past five years, it has enjoyed the confidence and received the support of both shippers in this country and importers in New Brunswick, having conveyed 49-50ths of all the merchandize shipped at this Port for Saint John, except Salt and Coal.

That the ships are all expensive, and completely fitted for the conveyance of Emigrant Passengers, and have been the only vessels which have taken passengers hence to Saint John under the Passenger Act since the Line was established.

That when Mr. Perley, the Emigration Commissioner of New Brunswick, was over here for the purpose of inducing emigration to your Province, several of these ships, at his own request, were placed at his disposal; and although it resulted in nothing but disappointment, it shews the preference he gave this line.

That last year, under the administration of the previous Railway Board, we had the shipment of the Railway Iron, shewing that party politics has had no influence in the patronage of these vessels.

That the establishment and continuance of the line has been a great public benefit, and a convenience to the people of your Province, as well as to the shippers in this country.

And on these grounds we claim from you, as one having a public duty to perform, a preference for these vessels in the shipment of the Railway materials for Saint John.

And we are, dear Sir, yours faithfully,

(Signed)

FERNIE BROTHERS & CO.

RETURNS FROM CUSTOM HOUSE.
GENERAL IMPORTS INTO THE PROVINCE OF NEW BRUNSWICK IN THE YEAR 1858.

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.				VALUE IN STERLING.				DUTY.
		IMPORTED.		Entered for Home Consumption.		Of Total Imports.	Average price fixed for the Value (if calculated officially.)	Gross amount received in Sterling.	Rate and when imposed.	
		In British Vessels.	In Foreign Vessels.	Total.	no.					
AXES,	Canada,	no. 54	no. 54	no. 54	£ 13	£ S. D.	1s. 6d. cur. each, and			
	Nova Scotia,	.. .. 60	.. .. 60	.. .. 60	10	3 14 0	2½ per cent. imposed
	United States,	1,206	268	1,474	268	80 9 0	March '55, & April '56.			
	Total,	1,320	268	1,588	291	87 8 0				
ALE and PORTER,	United Kingdom,	gallons. 24,527	gallons. 24,527	gallons. 24,527	2,554	447 10 8	6d. cur. per gal.			
	Canada,	1,078	.. ..	1,078	104	25 13 5	and 2½ per cent.		
	Nova Scotia,	5,339	.. ..	5,339	388	95 16 9	imposed March 1855,		
	United States,	440	204	644	56	14 16 4	and April 1856.			
	Total,	31,384	204	31,588	3,102	583 17 2				
ANIMALS, viz :— Horses,	United Kingdom,	no. 4	no. 4	no. 4	16	0 8 0	Free under Reciprocity.			
	Nova Scotia,	.. .. 14	.. .. 14	.. .. 14	280	0 8 0	other 2½ per cent.
	P. E. Island,	118	.. .. 118	.. .. 118	1,755			
	United States,	.. .. 29	.. .. 29	.. .. 29	709		
	Total,	136	29	165	2,760	0 8 0				
Oxen, Cows, and Bulls,	Nova Scotia,	no. 1,059	no. 1,059	no. 1,059	10,440		Free under Reciprocity.			
	P. E. Island,	342	.. .. 342	.. .. 342	1,158			
	United States,	11	19	30	435					
	Total,	1,412	19	1,431	12,033					
Calves,	Nova Scotia,	no. 105	no. 105	no. 105	53		Free.			
	Nova Scotia,	9,928	.. .. 9,928	.. .. 9,928	4,064		Free under Reciprocity.	
	P. E. Island,	433	.. .. 433	.. .. 433	239			
	Total,	10,361	.. .. 10,361	.. .. 10,361	5,203			

NOTE.—The Animals alluded to hereas imported from the United Kingdom were 3 Ponies and a Donkey.

Hogs and Pigs,	Nova Scotia,	no. 3	no. 3	no. 3	6	£2	Free under Reciprocity.
	P. E. Island,	42	42	42	38		
	United States,	.. .. 12	.. .. 12	.. .. 12	8		
	Total,	45	57	57	52		
ASHES—Pot and Pearl: and Saleratus,	Nova Scotia,	lbs. 50	lbs. 50	lbs. 50	1	0 2 6	2½ per cent. April '56.
	United States,	61,523	88,349	149,872	1,466	0 2 6	ch'd in mistake Shipg'n.
	Total,	61,523	88,349	149,872	1,467	0 5 0	
APOTHECARY WARES, viz :— Brimstone, Sulphur, Muratic Acid, Chloride of Lime, Soda Ash, Copperas, Alum, Prussiate of Potash, Nitre, Spelter, and Phosphorus,	United Kingdom,	packages 183	packages 183	packages 183	346	11 17 7	3½ per cent. imposed
	United States,	876	.. .. 233	1,109	1,468	49 10 8	March '55, & April '56.
	Total,	1,059	233	1,292	1,814	61 8 3	
APOTHECARY WARES not otherwise enumerated,	United Kingdom,	packages 477	packages 477	packages 477	2,811	280 9 11	17½ per cent.
	Jersey,	2	.. .. 2	.. .. 2	16	2 0 0	imposed March 1855,
	Canada,	12	.. .. 12	.. .. 12	42	5 7 6	and April 1856.
	Nova Scotia,	42	.. .. 42	.. .. 42	105	12 6 8	
	Antigua,	14	.. .. 14	.. .. 14	5	0 10 5	
	United States,	629	1,043	1,672	4,964	656 14 11	
	Total,	1,176	1,043	2,219	7,943	963 9 5	
AGRICULTURAL IMPLEMENTS, And parts thereof, except Spades, Shovels, Seythes, and Reaping Hooks,	United Kingdom,	packages 5	packages 5	packages 5	9	0 3 6	2½ per cent. April '56.
	Nova Scotia,	2	.. .. 2	.. .. 2	9	1 12 1	imposed March 1855,
	United States,	755	.. .. 850	1,605	2,056	253 10 9	and April 1856.
	Total,	762	850	1,612	2,074	255 6 4	
BUTTER and CHEESE,	United Kingdom,	lbs. 1,302	lbs. 1,302	lbs. 1,302	45	1 1 0	2½ per cent. April '56.
	Canada,	10,884	.. .. 10,884	.. .. 10,884	447		Free under Reciprocity.
	Nova Scotia,	90,285	.. .. 90,285	.. .. 90,285	3,737		
	P. E. Island,	29,800	.. .. 29,800	.. .. 29,800	893		
	United States,	49,053	121,881	170,934	5,370		
	Total,	181,324	121,881	303,205	10,492	1 1 0	
Boots and SHOES of all kinds, including India Rubber Shoes,	United Kingdom,	packages 116	packages 116	packages 116	2,800	474 7 10	17½ per cent.
	Jersey,	10	.. .. 10	.. .. 10	53	9 5 6	March '55, & April '56.
	Canada,	11	.. .. 11	.. .. 11	40	6 14 10	
	Nova Scotia,	50	.. .. 50	.. .. 50	1,053	165 13 3	

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.				VALUE IN STERLING.			DUTY. Rate and when imposed.
		IMPORTED.		Entered for Home Consumption.	Of Total Imports.	Average price fixed for the Value (if calculated officially).	Gross amount received in Sterling.		
		In British Vessels.	In Foreign Vessels.					Total.	
Boots and Shoes—Continued.	P. E. Island, United States,	7 866	1,074 1,074	7 2,540	7 2,407	64 15,672	10 10 4 2,546 9 3	17½ per cent. March '55, & April '56.	
	Total,	cwt. 1,060	cwt. 1,074	cwt. 2,784	cwt. 2,594	19,772	3,213 10 0		
BARILLA,	United States,	305	193	498	498	271	6 15 7	2½ per cent. April '56.	
	Total,	no. 108,750	no. 7,000	no. 108,750	no. 108,750	150	18 10 8		
BRICKS,	P. E. Island, United States,	7,000 311,000	43,000 43,000	7,000 469,750	7,000 469,750	14 318	1 12 10 39 14 5	12½ per cent. March '55, & April '56.	
	Total,	cwt. 426,750	cwt. 43,000	cwt. 469,750	cwt. 469,750	482	59 17 11		
BARLEY,	United Kingdom, Canada, P. E. Island, United States,	271 36 30 2	.. .. .. 3	271 36 30 5	271 36 30 5	162 31 20 4	3 11 10 0 2 0	2½ per cent. April '56. Free under Reciprocity.
	Total,	339	3	342	342	217	3 13 10		
BREAD,	Canada, Nova Scotia, United States,	268 75 1,081	.. .. 465	268 65 1,546	268 65 1,204	205 50 1,071	20 3 2 6 4 7 107 9 4	12½ per cent. March '55, & April '56.
	Total,	1,414	465	1,879	1,577	1,326	133 17 1		
BOOKS, Printed,	United Kingdom, Canada, Nova Scotia, United States,	97 2 20 187	.. .. .. 962	97 2 20 1,149	85 2 18 1,142	1,494 11 722 5,760	27 17 8 0 5 11 8 2 9 139 2 9	2½ per cent. March '55, & April '56.
	Total,	306	962	1,268	1,247	8,007	175 9 1		
BURNING FLUID,	Nova Scotia, United States,	1 635	.. 68	1 703	1 697	1 2,857	0 2 0 363 15 2	12½ per cent. March '55, & April '56.	
	Total,	636	68	704	698	2,858	363 17 8		

BRAN,	Nova Scotia, United States,	520 26,770	7,064 7,064	520 33,834	520 33,834	52 1,821	Free under Reciprocity.
	Total,	27,290	7,064	34,354	34,354	1,873	
BRUSHES,	United Kingdom, Nova Scotia, United States,	20 13 10	.. .. 27	20 13 37	17 13 39	175 98 136	17½ per cent. March '55, & April '56.
	Total,	43	27	70	69	349	
BEANS and PEAS,	Canada, Nova Scotia, United States,	367 149 808	.. .. 1,215	367 149 2,023	367 149 2,023	132 75 756	Free under Reciprocity.
	Total,	1,324	1,215	2,539	2,539	963	
Boot Webbing and Shoe Thread,	United Kingdom, United States,	19 1	.. 3	19 4	17 3	386 15	2½ per cent. April 1856.
	Total,	20	3	23	20	401	
CANDLES of all kinds, except Sperm or Wax,	United Kingdom, Jersey, Canada, P. E. Island, Nova Scotia, United States,	11,361 56 5,988 30 3,425 37,534	.. .. .. .. 2,560	11,361 56 5,988 30 3,425 40,094	11,493 56 5,988 30 3,425 37,000	339 2 162 1 99 1,002	1d. pr. lb. and 2½ pr. ct. March '55, & April '56.
	Total,	58,394	2,560	60,954	58,912	1,005	
CANDLES, Sperm or Wax,	United Kingdom, Canada, United States,	678 70 208	.. .. 99	678 70 307	553 70 274	67 5 22	4d. pr. lb. and 2½ pr. ct. March '55, & April '56.
	Total,	956	99	1,055	897	94	
CIDER,	Canada, Nova Scotia, United States,	87 4,550 209	.. .. 161	87 4,550 430	87 4,550 361	8 91 20	Recy. free.
	Total,	4,906	161	4,677	4,998	119	

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.			Entered for Home Consumption.	Average price fixed for the Value (if calculated officially.)	Gross amount received in Sterling.	Rate and when imposed.
		IMPORTED.	Total.	Consumption.				
		In British Vessels.	In Foreign Vessels.	Total.				
COFFEE.	United Kingdom,	lbs. 6,203	lbs. 6,203	lbs. 6,203	117	£ 35 0 9	1½ pr lb. & 2½ pr ct. March '55, & April '56.	
	Canada,	28	28	28	1	0 3 5		
	Nova Scotia,	15,260	15,260	3,004	430	20 19 6		
	P. E. Island,	14	14	14	1	0 2 2		
	United States,	58,645	58,613	115,258	3,092	729 10 8		
	Total,	78,150	58,613	136,763	3,650	785 16 6		
CANVAS.	United Kingdom,	yards. 118,558	yards. 118,558	yards. 118,558	4,613	155 13 11	¾ per cent. March '55, & April '56.	
	Jersey,	560	560	560	19	0 13 4		
	Nova Scotia,	4,205	4,205	4,205	124	4 7 0		
	United States,	1,705	15,149	17,854	711	26 3 5		
	Total,	125,088	15,149	140,237	5,467	186 17 8		
CORDAGE.	United Kingdom,	cwt. 5,886	cwt. 5,886	cwt. 5,886	10,223	338 7 0	¾ per cent. March '55, & April '56.	
	Jersey,	100	100	100	203	7 2 1		
	Canada,	1	1	1	1	0 0 8		
	Nova Scotia,	67	67	67	117	4 1 5		
	United States,	376	145	521	1,163	37 12 8		
	Total,	6,430	145	6,575	11,707	387 3 10		
COTTON WARP.	United Kingdom,	packages 276	packages 276	packages 276	5,358	171 15 3	¾ per cent. March '55, & April '56.	
	Jersey,	8	8	8	79	2 15 4		
	Nova Scotia,	27	27	27	240	8 8 3		
	P. E. Island,	1	1	1	17	0 11 8		
	United States,	80	70	150	765	28 4 0		
	Total,	392	70	462	6,459	211 15 0		
COPPER and Patent Metal, in Sheets, Bars, Bolts, & Scraps,	United Kingdom,	cwt. 1,261	cwt. 1,261	cwt. 1,261	6,030	196 3 5	¾ per cent. March '55, & April '56.	
	Nova Scotia,	34	43	34	97	3 7 9		
	United States,	7	36	43	260	8 19 1		
	Total,	1,302	36	1,338	6,387	208 10 3		

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.			Entered for Home Consumption.	Average price fixed for the Value (if calculated officially.)	Gross amount received in Sterling.	Rate and when imposed.
		IMPORTED.	Total.	Consumption.				
		In British Vessels.	In Foreign Vessels.	Total.				
CHAIRS, & prepared parts of Chairs,	United States,	packages 780	packages 1,038	packages 1,818	623	108 11 6	17½ per cent. March '55, & April '56.	
	United Kingdom,	1	1	1	119	20 16 6		
	Canada,	4	4	4	3	0 10 0		
	Nova Scotia,	2	2	2	3	0 10 0		
	United States,	137	27	164	324	56 1 5		
	Total,	144	97	171	449	77 18 11		
CLOCKS and Materials of Clocks,	United Kingdom,	packages 27	packages 27	packages 27	141	23 0 3	Do.	
	Canada,	1	1	1	20	2 18 4		
	Nova Scotia,*	50	50	50	521	free.		
	United States,	213	170	383	1,810	324 9 8		
	Total,	291	170	461	2,492	350 8 3		
CARRIAGES, Waggon, Sleighs, and other Vehicles, & parts thereof, * 50 Packages R. R. Castings admitted into Nova Scotia free.	United States,	packages 183	packages 82	packages 265	818	Free.	Free.	
	United Kingdom,	lbs. 2,644	lbs. 2,644	lbs. 744	67	0 12 8		
	United States,	29,741	94,281	92,071	1,769	43 8 7		
	Total,	32,385	96,925	92,815	1,836	44 1 3		
CORN BROOM BRUSH,	United States,	lbs. 5,447	lbs. 2,573	lbs. 8,020	150	Free.	Free.	
	United Kingdom,	tons. 25,444	tons. 25,444	tons. 25,443	10,283	237 2 11		
	Nova Scotia,	413	413	413	122	3 1 1		
	Total,	25,857	25,857	25,836	10,405	240 4 0		
COTTON BATTING,	Nova Scotia,	tons. 3,204	tons. 3,204	tons. 3,204	9,464	Free under Reciprocity.	Free under Reciprocity.	
	United States,	3,802	1,607	5,409	5,007	Free under Reciprocity.		
	Total,	7,006	1,607	8,703	14,561	Free under Reciprocity.		
	United States,	barrels. 10	barrels. 10	barrels. 10	4	Free under Reciprocity.		
COALS, Admitted free into Newcastle by mistake from United Kingdom,	United Kingdom,	lbs. 1,938	lbs. 1,938	lbs. 1,476	88	7 1 11	12½ per cent. March '55, & April '56.	
	Canada,	300	300	300	23	2 17 6		
	Nova Scotia,	750	750	750	40	5 0 10		
	United States,	11,199	7,402	18,601	568	67 10 4		
	Total,	14,187	7,402	21,589	719	82 19 7		

General Imports into the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.			VALUE IN STERLING.			DUTY.	Gross amount received in Sterling. £ s. d.
		IMPORTED.		Entered for Home Consumption	Of Total Imports.	Average price fixed for the Value (if calculated officially.)	Gross amount received in Sterling.		
		In British Vessels.	In Foreign Vessels.							Total.
CORKS,	United Kingdom,	packages 5	packages 5	packages 5	£ 31	value stated by importer.	12½ per cent.	3 17 3	
	United States,	11	16	27	105	do	March '55, & April '56.	12 8 6	
	Total,	16	10	32	136			16 5 9	
CEMENT,	United Kingdom,	cwt. 813	cwt. 813	cwt. 813	106	do	Do.	12 5 7	
	Canada,	8	8	8	1			0 2 6	
	United States,	10,583	1,830	12,419	1,305			166 5 11	
CHALK,	United Kingdom,	tons. 1,780	tons. 1,780	tons. 1,780	243	do	Do.	3 18 3	
	United States,	21	115	136	132	do	Do.	16 8 0	
	Total,	1,801	1,830	13,240	284	5s. val. at. by imp.	Free under Reciprocity.	178 14 0	
CHICKORY,	United States,	barrels. 1,135	barrels. 1,135	barrels. 1,135	284	5s. val. at. by imp.	Free.	3 18 3	
	Nova Scotia,	10	10	10	1			16 8 0	
	Total,	1,145	1,145	1,145	285			178 14 0	
DULSE,	Nova Scotia,	barrels. 24	barrels. 24	barrels. 24	12	10s.	Free.	3 18 3	
	United Kingdom,	packages 9	packages 9	packages 9	50	value stated by importer.	2½ per cent. April '56.	1 2 7	
	Nova Scotia,	3	3	3	6			0 3 0	
DYE STUFFS,	United States,	185	149	334	249		Free.	5 5 3	
	Total,	197	149	346	305			6 10 10	
	United States,	packages 12	packages 12	packages 12	4	do	Free.	1 2 7	
DYE STUFF,	United Kingdom,	packages 904	packages 904	packages 904	4,141	do	12½ per cent. April '56.	458 1 11	
	Jersey,	2	2	2	8			1 0 0	
	Canada,	7	7	7	9			1 2 6	

Eggs,	Nova Scotia,	23	23	23	113	do	Do.	14 2 4
	United States,	15	70	45	338			20 1 10
	Total,	951	1,006	892	4,009			494 8 7
FRUIT, dried, except produce of U. States,	Nova Scotia,	dozen. 59,792	dozen. 59,792	dozen. 59,792	1,495	6d. p. doz. value stated by importer.	Free under Reciprocity.	54 18 8
	P. E. Island,	7,007	7,007	7,007	225	do	1d. per lb. except pro- duce of United States.	1 4 9
	United States,	371	371	371	9			129 11 4
FRUIT, dried, produce of United States,	Total,	66,799	67,170	67,170	1,729		Free under Reciprocity.	292 18 5
	United Kingdom,	lbs. 12,785	lbs. 12,785	lbs. 12,785	281			478 13 2
	Canada,	305	305	305	7			
Fruit, Green, viz :— Oranges and Lemons,	Nova Scotia,	32,087	32,087	32,535	680	do	17½ per cent. March '55, & April '56.	1 1 7
	United States,	44,636	21,417	66,053	1,191			126 4 6
	Total,	89,763	21,417	111,180	2,159			127 6 1
Apples and Pears,	Nova Scotia,	lbs. 60	lbs. 60	lbs. 60	2	do	Free under Reciprocity.	
	United States,	31,738	28,473	60,211	964			
	Total,	31,798	28,473	60,271	966			
Plums, Green Guages, and other fresh Fruits,	Nova Scotia,	packages 12	packages 12	packages 12	6	do	Free under Reciprocity.	
	United States,	324	810	1,134	728			
	Total,	336	810	1,146	734			
Felt and Silk Plush for Hatters' purposes,	Canada,	barrels. 210	barrels. 210	barrels. 210	150	do	Do.	5 2 9
	Nova Scotia,	10,448	10,448	10,448	5,144			6 12 11
	P. E. Island,	38	38	38	17			11 15 8
Total,	United States,	856	1,702	2,558	1,573			
	Total,	11,552	1,702	13,254	6,884			
	Nova Scotia,	packages 1,506	packages 1,506	packages 1,506	798	do		
Total,	P. E. Island,	61	61	61	26			
	Total,	1,657	1,657	1,657	824			
	United Kingdom,	packages 31	packages 31	packages 31	159	do		
Total,	United States,	458	474	474	188			
	Total,	480	505	505	347			

General Imports into the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.				VALUE IN STERLING.				DUTY.	
		IMPORTED.		In Foreign Vessels.	Total.	Entered for Home Consumption.		Of Total Imports.	Average price fixed for the Value (if calculated officially.)		Gross amount received in Sterling.
		In British Vessels.	barrels.			barrels.	barrels.				
FLOUR, Wheat, <small>A considerable portion of the Flour from the United States, was the manufacture of Canada.</small>	Canada,	barrels.	25,815	barrels.	25,815	barrels.	25,815	£	26,433	Free under Reciprocity.	
	Nova Scotia, P. E. Island, United States,	575	2	577	575	2	577	3	635		
	Total.	161,011	39,246	200,257	226,649	214,842	182	235			
FLOUR, Rye,	United States,	barrels.	173	barrels.	203	cwt.	420	do		Do.	
FLOUR, Buckwheat,	United States,	cwt.	397	cwt.	420	no.	40,900	do		Do.	
FIRE BRICKS and TILES,	United Kingdom,	no.	46,900	no.	46,900	no.	40,900	do	11 4 2	12½ per cent. March '55, & April '56.	
	United States,	6,240	2,070	8,310	8,310	49,210	79	194	9 17 3		
FIRE CLAY,	Total.	53,140	2,070	55,210	49,210	cwt.	7	do	21 1 5		
	United Kingdom, United States,	cwt.	140	cwt.	140	700	740	do	0 5 8	Free by mistake. 12½ per cent.	
Total.	840	700	840	700	740	8	114	2 11 7			
EAT HERS,	Nova Scotia, United States,	lbs.	80	lbs.	80	lbs.	80	do	13 16 7	17½ per cent. March '55, & April '56.	
	Total.	1,463	2,110	3,573	3,543	3,623	122	13 16 7	13 16 7		
FURNITURE, Household, <small>except belonging to families arri- ving in New Brunswick,</small>	United Kingdom, Canada,	packages	9	packages	9	packages	8	do	10 19 11	17½ per cent. March '55, & April '56.	
	Nova Scotia, P. E. Island, United States,	17	6	6	6	15	6	do	4 0 6		
Total.	745	630	1,375	1,322	1,406	1,368	1,504	do	0 3 5		
		792	630	1,422	1,368	1,504			1 0 5		

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.				VALUE IN STERLING.				DUTY.	
		IMPORTED.		In Foreign Vessels.	Total.	Entered for Home Consumption.		Of Total Imports.	Average price fixed for the Value (if calculated officially.)		Gross amount received in Sterling.
		In British Vessels.	barrels.			barrels.	barrels.				
FOWLS,	United States,	packages	2	packages	2	packages	4	do		Free.	
FURS, undressed,	United Kingdom, United States,	packages	3	packages	3	packages	3	do	3 10 7	Free under Reciprocity.	
	Total.	3	1	4	1	153	3 11 3				
FISH, viz. Salted Dry,	Canada, Nova Scotia, P. E. Island, Newfoundland, United States,	cwt.	250	cwt.	250	cwt.	250	do	0 0 5	Do.	
	Total.	10,884	102	10,986	10,986	6,854	1,504				
FISH, viz. Salted, Wet,	United Kingdom, Canada, Nova Scotia, P. E. Island, Newfoundland, United States,	barrels.	2	barrels.	2	barrels.	2	do	0 0 5	Do.	
	Total.	13,006	3	13,009	13,009	7,040	1,352				
FISH, Smoked,	Nova Scotia, United States,	boxes.	13,480	boxes.	13,480	boxes.	13,480	do	0 0 0	Do.	
	Total.	13,594	114	13,594	13,594	1,359	1,359				
FISH, viz :— Fresh and Preserved, including Lobsters,	United Kingdom, Nova Scotia, United States,	packages	11	packages	11	packages	11	do	0 0 0	Do.	
	Total.	385	22	407	407	414	414				
GRAIN, viz. Wheat,	United Kingdom, Canada, P. E. Island, United States,	bushels.	8	bushels.	8	bushels.	8	do	0 0 0	Do.	
	Total.	67,143	9	67,152	67,152	17,173	17,173				

General Imports into the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES WHENCE IMPORTED.			QUANTITIES.			VALUE IN STELLING.			DUTY.
	IMPORTED.			Entered for Home Consumption.			Of Total Imports.	Average price fixed for the Value (if calculated officially.)	Gross amount received in Sterling.	
	In British Vessels.	In Foreign Vessels.	Total.	In Foreign Vessels.	Total.	£ S. D.				
GRAIN, viz. Corn, Indian,	bushels.	bushels.	bushels.	bushels.	bushels.	bushels.	£	S.	D.	Free under Reciprocity.
	600	14,386	14,986	600	54,976	96				
GRAIN, viz. Oats,	bushels.	bushels.	bushels.	bushels.	bushels.	bushels.		do		Do.
	40,590	14,386	54,976	939	9,393	939				
GRAIN, viz. Barley,	bushels.	bushels.	bushels.	bushels.	bushels.	bushels.		do		Do.
	9,393	92,180	103,952	92,180	2,379	103,952				
GLASSWARE,	packages	packages	packages	packages	packages	packages		do		12½ per cent. March '55, & April '56.
	1,908	109	2,017	1,108	9	1,117	1,187	08	0		10
GLASSES, Looking,	packages	packages	packages	packages	packages	packages		do		17½ per cent. March '55, & April '56.
	38	42	80	38	42	80	30	4	16		9
GRINDSTONE, hewn, wrought or unwrought,	tons.	tons.	tons.	tons.	tons.	tons.		do		St. Andrews, admitted free by mistake. Free.
	1	93	94	1	93	94	3			

GYPSUM, ground and unground, and Plaster,	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.				Free under Reciprocity.
	203	200	403	203	200	403	26				
GYPSUM,	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.		do			2½ per cent. April '56.
	150	150	300	150	150	300	21				
GUNPOWDER,	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.		do			12½ per cent. imposed March 1855, and April 1856.
	4,524	125	4,649	4,524	125	4,649	122				
GUANO,	packages	packages	packages	packages	packages	packages		do			2½ per cent. April '56.
	50,870	64,510	115,380	72,370	75,809	148,179	1,480				
GROCERIES, not otherwise enumerated,	packages	packages	packages	packages	packages	packages		do			12½ per cent. imposed March '55, & April '56.
	54	88	142	54	88	142	56				
HIDES, Foreign, Green, dried, or salted, except produce of the United States,	packages	packages	packages	packages	packages	packages		do			3½ per cent. imposed March '55, & April '56.
	2	25	27	2	25	27	56				
Hides, produce of the United States, and Nova Scotia,	packages	packages	packages	packages	packages	packages		do			Free.
	34	473	507	34	469	503	208				
HATS and Hat Bodies,	packages	packages	packages	packages	packages	packages		do			17½ per cent. imposed March 1855, and April 1856.
	50	132	182	50	132	182	113				

General Imports into the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.			VALUE IN STERLING.			DUTY. Rate and when imposed.
		IMPORTED.			Of Total Imports.	Average price fixed for the Value (if calculated officially.)	Gross amount received in Sterling.	
		In British Vessels.	In Foreign Vessels.	Total.				
HEMP, Flax, Tow, and Manila, unmanufactured,	United Kingdom,	cwt. 714	cwt. 714	cwt. 714	£ 786	value stated by importer.	£ 8. D. 4	} 2½ per cent. April 1856. Free.
	United States,	1,022	175	1,797	2,428		16 14 4	
	United States, Total,	140	22	162	250		00 13 1	
HOPS,	United Kingdom, United States, Total,	2,476 packages 1 42 43	197 packages 42 42	2,673 packages 84 85	3,464		77 7 5	} 12½ per cent. March '55, & April '56.
	United Kingdom, Jersey, Canada,	3,314 4 12	.. .. ..	3,314 4 12	136,718		15,794 17 11
	Nova Scotia, P. E. Island, United States, Nova Scotia, Total,	643 9 873 22 4,877	.. .. .. .. 1,582	643 9 2,455 22 6,459	31,800 26 43,639 91 212,693		3,958 9 10 4,836 4 0 24,645 4 10
HABERDASHERY, Including Spades, Woollens, Velvets, Silks, Dress Furs, Umbrellas, Cotton Wick, Weaving Apparel, and Oil Clothing.	United Kingdom, Jersey, Canada,	2,099 10 52	2,099 10 52	11,318		1,210 0 0	} 12½ per cent. March '55, & April '56.
	Nova Scotia, P. E. Island, United States, Total,	44 5 1,737 3,947	.. .. .. 2,227	44 5 3,964 6,174	156 226 14,050 25,807		9 10 0 19 10 0 28 6 5 2 17 9 1,648 2 6
	HARDWARE, Including Spades, Shovels, Scythes, Reaping Hook, Pots and Pans, Cutlery, Black Lead, Shot, Daguerreotype Stock, Jack Screws, Gas Fittings, &c.	United Kingdom, Jersey, Canada, Nova Scotia, P. E. Island, United States, Total,	2,099 10 52 44 5 1,737 3,947 2,227	2,099 10 52 44 5 3,964 6,174	11,318 76 156 226 41 14,050 25,807			1,210 0 0 9 10 0 19 10 0 28 6 5 2 17 9 1,648 2 6 2,927 13 5
Homespun Cloth and Socks,	Total,	4,877 packages 2,099 10 52 44 5 1,737 3,947	1,582 packages 2,227	6,459 packages 2,099 10 52 44 5 3,964 6,174	212,693 11,318 76 156 226 41 14,050 25,807		24,645 4 10 1,210 0 0 9 10 0 19 10 0 28 6 5 2 17 9 1,648 2 6 2,927 13 5	

* The Haberdashery from Nova Scotia was principally British, imported into Halifax by Steamers and transported from there by Railroad to Windsor and Steamer to St. John. A considerable portion of the Haberdashery from the United States was also British, imported into Boston and Portland by Steamers and thence to St. John.

HAIR and MOSS,	United Kingdom, United States, Total,	packages 48 49	.. 33	81 82	7 253	do	31 1 8 31 1 8	} Admitted free, 12½ per cent. March '55, & April '56. Free.	
	Nova Scotia,	tons. 2½	..	tons. 2½	6	do			
	United States, United Kingdom, Canada, Nova Scotia, United States, Total,	packages 6 cwt. 10,285 11 736 50 11,082	.. .. .. .. 14	144 cwt. 10,285 11 736 64 11,086	130 cwt. 10,428 11 282 55 10,776	1,210 7,323 13 318 75 7,720	do		143 9 11 245 2 10 0 9 1 4 13 7 2 16 10 253 2 4
HAY, (Nova Scotia & B. N. A. free)	United Kingdom, Jersey, Canada, Nova Scotia, P. E. Island, United States, Total,	cwt. 102,925 92 91 113 100 457 103,778	.. .. .. .. .. 1,865 1,865	cwt. 102,925 92 91 113 100 2,322 105,043	52,383 54 53 56 41 1,942 54,529	do	1,882 8 0 1 17 10 1 17 1 1 19 3 1 8 11 68 0 9 1,907 11 10	} Do. } 12½ per cent. March '55, & April '56. 3½ per cent. March '55, & April '56.	
	United Kingdom, Jersey, Canada, Nova Scotia, P. E. Island, United States, Total,	lbs. 310,510 3,472 1,670 3,112 1,200 82,163 402,127	.. .. .. .. .. 43,874 43,874	lbs. 310,510 3,472 1,670 3,112 1,200 126,037 446,001	lbs. 264,105 3,472 1,670 3,112 1,200 87,157 360,716	3,166 41 72 41 8 1,241 4,569	do		337 16 5 5 2 6 8 19 7 5 1 4 1 1 0 115 9 9 473 10 7
	United Kingdom, Canada, Nova Scotia, P. E. Island, United States, Total,	cwt. 41,761 68 403 703 42,935	.. .. .. .. 110	cwt. 41,761 68 403 813 43,045	cwt. 41,613 68 403 803 42,455	21,679 122 87 1,187 23,075	do		2,594 1 3 15 5 4 0 7 6 147 9 4 2,757 3 5
IRON, viz. Wrought and Cast of all other kinds, including Cast Iron Pipes, Rivets & Railroad Iron,	United Kingdom, Canada, Nova Scotia, P. E. Island, United States, Total,	.. .. .. .. .. 110	.. .. .. .. .. 110	.. .. .. .. .. 110	.. .. .. .. .. 110	do	.. .. .. .. .. 110	} Do. } 12½ per cent. March '55, & April '56.	
	United Kingdom, Canada, Nova Scotia, P. E. Island, United States, Total,	.. .. .. .. .. 110	.. .. .. .. .. 110	.. .. .. .. .. 110	.. .. .. .. .. 110	.. .. .. .. .. 110	do		.. .. .. .. .. 110
	United Kingdom, Canada, Nova Scotia, P. E. Island, United States, Total,	.. .. .. .. .. 110	.. .. .. .. .. 110	.. .. .. .. .. 110	.. .. .. .. .. 110	.. .. .. .. .. 110	do		.. .. .. .. .. 110

General Imports into the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.			VALUE IN STERLING.			Gross amount received in Sterling.	DUTY.
		IMPORTED.		Entered for Home Consumption	Of Total Imports.	Average price fixed for the Value (if calculated officially.)	Rate and when imposed.		
		In British Vessels.	In Foreign Vessels.							Total.
IRON CASTINGS, viz. Stoves, Grates, Fireframes, Ranges, Boilers, Furnaces, and parts thereof.	United Kingdom,	packages 261	packages 260	packages 521	£ 91	value stated by importer.	£ S. D. 15 7 1	} 17½ per cent. March '55, & April '56.	
	Canada,	19	19	38	44		6 17 0		
	Nova Scotia,	1	1	2	3		0 8 9		
	P. E. Island, United States,	1 738	1 906	1 907	1 1,822		0 3 3 297 7 4		
	Total,	1,019	1,187	2,206	1,961		320 3 5		
IRON, Pig.	United Kingdom,	tons. 1,375	tons. 1,375	tons. 2,750	3,644	do	118 9 3	} 3½ per cent. Free under Reciprocity, 3½ per cent.	
	Nova Scotia, United States,	2,604 45	2,604 45	5,208 90	15,624 323		11 6 5 120 15 8		
	Total,	4,024	4,024	8,048	19,591				
	Nova Scotia, United States,	78 78	78 20	156 98	78 25	do			
	Total,	1,375	1,375	2,750	113			} Free.	
JEWELLERY, Silver Plate, Plated Ware, and Watches.	United Kingdom, Canada, Nova Scotia, United States,	packages 9 1 2 2	packages 9 1 2 53	packages 21 2 4 55	561 7 112 1,872	do	04 18 4 0 17 6 14 1 2 223 16 1		} 12½ per cent. March '55, & April '56.
	Total,	14	65	79	2,552		303 13 1		
INDIGO.	United Kingdom, United States,	lbs. 1,733 161	lbs. 1,733 269	lbs. 3,464	260 38	do	5 6 2 0 11 8	} 2½ per cent. April '56.	
	Total,	1,894	2,002	3,896	298		5 17 10		
	United Kingdom, Jersey, Canada,	lbs. 4,784 182 1,388	lbs. 4,784 182 1,388	lbs. 9,568	502 17 80	do	45 9 4 1 13 10 12 2 10		

SHEEP SKINS, Tanned & Dressed,	Nova Scotia, P. E. Island, United States,	6,831 829 81,009	6,831 829 186,299	13,662	6,831 829 9,044	do	55 19 8 6 16 1 1,484 16 11	} March '55, & April '56.
	Total,	95,923	104,390	200,313	10,037		1,606 18 8	
	United Kingdom, United States,	no. 1,399 48	no. 1,399 845	no. 2,802	219 126	do	19 7 2 12 11 7	
	Total,	1,447	845	2,292	335		31 18 9	
CALF SKINS, Tanned,	United Kingdom, Jersey, United States,	no. 761 72 46	no. 761 72 85	no. 1,578	328 19 47	do	23 9 2 1 19 6 2 19 0	} 3s. cy. p. doz. & 2½ p. ct. March '55, & April '56.
	Total,	879	918	1,797	394		28 7 8	
	United Kingdom, Canada, Nova Scotia, United States,	packages 18 12 13 36	packages 18 12 13 76	packages 69 24 26	427 23 558 575	do	69 5 7 3 19 1 97 14 6 94 19 5	
	Total,	79	119	198	1,583		265 18 7	
LEATHER, Enamelled, Patent, &c.	United States,	packages 3	packages 43	packages 46	244	do	27 10 11	} 12½ per cent. Mar. '55, & Apr. '56.
	Canada, Nova Scotia, P. E. Island, United States,	lbs. 4,051 150 800 14,394	lbs. 4,051 150 800 23,741	lbs. 8,002	89 4 20 577	do	86 7 5 4 12 0 0 12 6 2 3 6 0 3 5 17 12 0	
	Total,	19,395	23,741	23,741	690		111 10 10	
	United Kingdom, Jersey, Canada, Nova Scotia, P. E. Island, United States,	lbs. 70,128 7,360 350 1,940 150 7,649	lbs. 70,128 7,360 350 1,940 150 14,138	lbs. 141,516	3,565 184 25 87 7 721	do	86 7 5 4 12 0 0 12 6 2 3 6 0 3 5 17 12 0	
	Total,	87,547	94,066	94,066	4,609		111 10 10	} 2½ per cent. April '56.

General Imports into the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES WHENCE IMPORTED.			QUANTITIES IMPORTED.			VALUE IN STERLING.			Gross amount received in Sterling. £ s. d.	Rate and when imposed.
	In British Vessels.		In Foreign Vessels.	Total.	Entered for Home Consumption.		Of Total Imports.	Average price fixed for the Value (if calculated officially.)			
	cwt.	barrels.	packages	cwt.	barrels.	packages					
LEAD,	United Kingdom,	566	..	334	566	551	770	value stated by importer.	24 8 7	} 3½ per cent. Mar. '55, & Apr. '56.	
	United States,	10	..	334	350	344	450		15 11 2		
	Total,	582	..	334	916	895	1,220		39 19 9		
LIME,	United States,	..	barrels.	200	barrels.	200	33	do		} Free.	
	United States,	442	packages	15	457	457	545	do	8 0 4		
	United States,	52	packages	34	86	86	197	do	8 0 4		
MARBLE Manufactures,	United Kingdom,	494	packages	49	543	543	742	do	7 6 4	} 12½ per cent. Mar. '55, & Apr. '56.	
	Canada,	9	packages	..	9	9	63	do	5 2 6		
	United States,	40	packages	27	67	67	148	do	18 11 5		
MEATS, Salted, Cured or Smoked,	United Kingdom,	100	lbs.	..	100	100	3	do	0 1 5	} Free.	
	Canada,	99,818	..	..	99,818	99,818	1,755	do	
	Nova Scotia,	101,200	..	..	101,200	101,200	1,646	do	
MEATS, Fresh, including Poultry,	P. E. Island,	84,495	84,495	84,495	1,465	do		} Free.	
	United States,	1,037,510	..	553,868	1,591,378	1,591,378	27,408	do	0 1 5		
	Total,	1,323,123	..	553,868	1,876,991	1,876,991	32,337	do			
MOLASSES and TREACLE,	Nova Scotia,	26,416	lbs.	..	26,416	26,416	440	do	0 11 8	} 2½ per cent.	
	P. E. Island,	4,842	..	..	4,842	4,842	61	do	1 7 0
	United States,	..	2,600	gallons.	2,600	2,600	40	do			

P. E. Island,	108	108	108	108	6	do	0 3 0	} imposed April 1856.
	Nova Scotia,	263,480	..	263,480	246,277	246,277	13,516		319 12 0	
	Barbadoes,	213,005	..	213,005	243,364	243,364	6,339		176 0 5	
MUSICAL Instruments, viz. Piano Fortes,	Antigua,	22,200	..	22,200	22,200	22,200	555	do	13 17 6	} 17½ per cent. imposed March 1855, and April 1856.
	Nevis,	13,045	..	13,045	13,045	13,045	308	do	7 14 2	
	Saint Kitts,	40,690	..	40,690	8,137	8,137	1,116	do	4 13 2	
MUSICAL Instruments, viz. all other Musical Instruments,	United States,	181,497	..	50,165	231,662	244,776	8,021	do	208 8 2	} 12½ per cent. imposed March 1855, and April 1856.
	Cuba & Porto Rico	159,497	..	..	159,497	154,892	2,682	do	67 0 10
	Total,	894,525	..	50,165	944,690	933,812	32,023	do	799 7 11	
MEAL, Corn,	United Kingdom,	28	packages	28	28	28	676	do	100 18 11	} 2½ per cent. Apr. '56.
	Nova Scotia,	2	packages	2	2	2	46	do	7 17 8	
	United States,	17	packages	20	40	40	675	do	125 5 9	
MEAL, Oat and Peas,	Total,	32	packages	26	68	65	1,501	do	234 1 11	} Free.
	Canada,	802	barrels.	..	802	802	626	do	5 6 0	
	Nova Scotia,	284	barrels.	..	284	284	240	do	0 18 9	
MACHINERY,	United States,	15,841	..	4,585	20,426	20,426	15,740	do	69 10 10	} 2½ per cent. April '56.
	United Kingdom,	6	..	..	6	6	48	do	1 0 0
	Total,	16,933	..	4,585	21,518	21,518	16,658	do	1 0 0	
MACHINERY,	United Kingdom,	76	barrels.	..	76	76	110	do	2 11 0	} Free under Reciprocity.
	Canada,	205	barrels.	..	205	205	202	do		
	Nova Scotia,	3	barrels.	..	3	3	4	do		
MACHINERY,	P. E. Island,	553	553	553	768	do	78 5 0	} 12½ per cent. imposed March '55, & April '56.
	United States,	..	78	..	78	78	80	do	11 6 10	
	Total,	837	..	78	915	915	1,170	do	2 5 2	
MACHINERY,	United Kingdom,	11	packages	..	11	11	627	do	970 19 2	} 12½ per cent. imposed March '55, & April '56.
	Canada,	40	packages	..	40	40	91	do	78 5 0	
	Nova Scotia,	3	packages	..	3	3	17	do	11 6 10	
MACHINERY,	United States,	37	packages	140	177	169	7,840	do	2 5 2	} 12½ per cent. imposed March '55, & April '56.
	Total,	91	packages	140	231	223	8,575	do	970 19 2	
	Total,	91	packages	140	231	223	8,575	do	1,062 16 2	

General Imports into the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.			VALUE IN STERLING.			DUTY.
		IMPORTED.		Entered for Home Consumption.	Of Total Imports.	Average price paid for the Value (if calculated officially.)	Gross amount received in Sterling.	
		In British Vessels.	In Foreign Vessels.						Total.
MALT,	United Kingdom,	bushels.	bushels.	bushels.	£	£ s. d.	2½ per cent. at St. John. Admitted free at St. Andrews.	
	United States,	300	300	300	53	5 2 5		
	Total,	1,236	1,236	1,236	274	5 2 5		
NUTS and ALMONDS,	United Kingdom,	1	1	1	11	1 5 0	12½ per cent. March '55, & April '56. Free under Reciprocity.	
	Nova Scotia,	1	1	1	3	0 7 6		
	United States,	95	125	220	308	42 15 2		
NAVAL STORES, including Pitch, Tar, and Rosin,	United States,	19	25	44	60	44 7 8	2½ per cent. April '56. Free under Reciprocity.	
	Total,	116	150	266	442	44 7 8		
	Nova Scotia,	24	24	24	14	0 5 2		
OAKUM,	United States,	147	302	449	262	6 10 8	3½ per cent. March '55, & April '56.	
	United States,	2	2	2	3	0 2 10		
	Total,	1,429	236	1,665	732	7 17 9		
OIL, Palm,	United Kingdom,	cwt.	cwt.	cwt.	£	£ s. d.	2½ per cent. April '56. Free under Reciprocity.	
	Canada,	1,535	4	1,535	1,517	51 0 2		
	United States,	81	96	177	225	0 2 10		
OIL, Fish,	Total,	1,620	96	1,716	1,746	59 0 9	2½ per cent. April '56. Free under Reciprocity.	
	United Kingdom,	lbs.	lbs.	lbs.	47	1 3 6		
	Nova Scotia,	3,410	3,410	3,410	6	0 3 0		
OIL, Fish,	United States,	270	2,484	2,484	50	1 5 3	Free under Reciprocity.	
	Total,	3,680	2,484	6,164	103	2 11 9		
	United Kingdom,	gallons.	gallons.	gallons.	20	16		
OIL, Fish,	Canada,	150	160	160	16	16	Free under Reciprocity.	
	Nova Scotia,	17,839	17,839	17,839	2,373	2,373		
	Total,	17,839	17,839	17,839	2,373	2,373		

OIL of all other kinds, & Varnish,	P. E. Island,	460	460	460	56	Do.
	Newfoundland,	1,066	1,066	1,066	107	
	United States,	4,800	11,848	11,848	1,923	
OYSTERS,	Total,	24,475	31,523	31,523	4,405	12½ per cent. Mar. '55, & Apr. '56.
	United Kingdom,	gallons.	gallons.	gallons.	2,181	
	Jersey,	14,449	13,410	13,410	13	
PAPER, Sheathing,	Canada,	56	56	56	10	Free.
	Nova Scotia,	556	556	556	102	
	United States,	5,342	10,345	10,705	1,688	
PAPER Manufactures, (not printed Books,) but including Blank Books,	Total,	20,523	25,526	24,482	3,994	3½ per cent. imposed March '55, & April '56.
	P. E. Island,	barrels.	barrels.	barrels.	110	
	United States,	740	1,298	1,298	536	
PRINTING PAPER,	Total,	2,210	2,768	2,768	646	2½ per cent. April '56.
	Nova Scotia,	rolls.	rolls.	rolls.	1	
	United States,	347	654	633	222	
PRINTING PRESSES, Types, and Printing Ink,	Total,	348	655	634	223	Do.
	United Kingdom,	packages	packages	packages	350	
	Nova Scotia,	42	42	37	2	
PAINT and PUTTY,	United States,	335	729	676	1,666	12½ per cent. March '55, & April '56.
	Total,	380	774	716	2,018	
	United Kingdom,	packages	packages	packages	844	
PAINT and PUTTY,	United States,	72	69	69	844	2½ per cent. April '56.
	Total,	143	577	577	861	
	United Kingdom,	434	434	434	717	
PAINT and PUTTY,	Total,	434	649	640	1,705	Do.
	United Kingdom,	packages	packages	packages	81	
	United States,	6	6	2	636	
PAINT and PUTTY,	Total,	57	170	170	717	12½ per cent. Mar. '55, & Apr. '56.
	United Kingdom,	57	170	170	4,203	
	Canada,	63	176	172	5	
PAINT and PUTTY,	Total,	63	176	172	27	Do.
	United Kingdom,	cwt.	cwt.	cwt.	362 17 2	
	Nova Scotia,	3,100	3,100	2,330	0 12 6	
PAINT and PUTTY,	Canada,	5	5	5	3	Do.
	Nova Scotia,	20	20	20	6	
	Total,	20	20	20	0	

General Imports into the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.				VALUE IN STERLING.				DUTY.
		IMPORTED.		Entered for Home Consumption.		Of Total Imports.	Average price fixed for the Value (if calculated officially.)	Gross amount received in Sterling.	Rate and when imposed.	
		In British Vessels.	In Foreign Vessels.	Total.	Consumption.					
Paint and Putty—Continued.	P. E. Island,	6	5	6	5	5	value stated by importer.	0 10 6	} 12½ per cent. March '55, & April '56.	
	United States,	154	269	223	282	282		24 0 0		
	Total,	3,284	115	3,399	4,522	4,522		391 12 2		
PAINT, Metallic,	United States,	32	6	38	22	22	do	0 11 0	} 2½ per cent.	
	Total,	32	6	38	22	22		0 11 0		
PICTURES, including Paintings and Plates,	United Kingdom,	8	8	8	239	239	do	27 13 10	} 12½ per cent. March '55, & April '56.	
	Nova Scotia, United States,	4 13	4 18	4 12	6 98	6 98		0 15 8 5 10 9		
	Total,	25	5	30	343	343		34 0 3		
PIPES, Tobacco,	United Kingdom, Jersey,	291	291	281	121	121	do	14 0 10	} Do.	
	Nova Scotia, United States,	5 22	5 26	5 13	3 7	3 7		0 7 6 0 18 9 0 9 4		
	Total,	339	4	343	139	139		15 16 5		
PERFUMERY,	United Kingdom, United States,	9 5	9 56	9 58	143 315	143 315	do	7 6 6 36 18 3	} Do.	
	Total,	14	56	63	458	458		44 4 9		
RICE, unground,	United Kingdom, Canada, Nova Scotia, United States,	lbs. 0,048 1,046 3,412 337,752 248,258	lbs. 110,704 110,704	lbs. 4,704 1,046 3,412 348,546 357,708	39 11 33 2,701 2,784	39 11 33 2,701 2,784	do	0 12 10 0 2 0 Free 0 14 10	} 2½ per cent. Apr. '56. Admitted free at some of the Out-Ports by mistake.	
	Total,	292	370	652	7	7		0 14 10		
RICE, ground,	United States,	292	370	652	7	7	do	0 14 10	Free under Reciprocity.	

ROBES and SKINS, dressed, includ- ing Buffalo Skins,	Canada, Nova Scotia, United States,	packages 7 1 25	packages 29	packages 6 1 52	50 2 460	do	0 18 9 0 5 0 55 6 2	} 12½ per cent. March '55, & April '56.
	Total,	33	29	59	541		56 9 11	
SOAP,	United Kingdom, Jersey, Canada, Nova Scotia, P. E. Island, United States,	lbs. 87,007 224 6,696 6,446 50 40,481	lbs. 6,704	lbs. 87,933 224 6,696 6,446 50 39,777	985 3 69 75 1 519	do	180 9 2 0 9 3 13 9 0 13 1 4 0 2 0 81 3 9	} 1½ per lb. and 2½ per cent. March '55, & April '56.
	Total,	140,904	6,704	141,126	1,652	1,652			288 15 0
SPIRITS & Cordials, viz. Alcohol,	Nova Scotia, United States,	gallons. 3,116 58,094	gallons. .. 69,704	gallons. 3,116 127,888 115,080	454 14,223	do	183 19 0 7,534 10 3	} 1s Od cy. pr gal. & 2½ p. ct. March '55, & April '56.
	Total,	61,210	69,704	117,865	14,677	14,677			7,718 18 3
SPIRITS, Brandy,	United Kingdom, Nova Scotia, Newfoundland, United States, France,	gallons. 10,694 1,586 83 4,439 ..	gallons. 1,541 ..	gallons. 10,694 1,586 83 6,942 3,186	4,709 784 78 2,319 ..	do	1,232 2 3 74 16 6 15 15 8 1,232 2 6 567 6 3	} 4s. cur. per gallon, and 2½ per cent. Mar. '55, & Apr. '56.
	Total,	16,802	1,541	18,343	7,990	7,990			3,122 3 2
SPIRITS, Gin and Whiskey,	United Kingdom, Jersey, Canada, Nova Scotia, Newfoundland, United States,	gallons. 67,509 120 651 3,993 508 3,704	gallons. 1,027	gallons. 67,509 120 651 3,917 508 4,731	7,943 11 121 567 132 632	do	7,192 12 11 12 15 6 72 17 2 427 4 7 56 5 0 877 11 8	} 2s. Od. cur. per gallon, and 2½ per cent. Mar. '55, & Apr. '56.
	Total,	76,485	1,027	80,237	9,405	9,405			8,639 6 10
LEMON SYRUP, Shrub, Santa, and other Cordials,	United Kingdom, Canada, Nova Scotia, United States,	gallons. 1,155 12 26 449	gallons. 304	gallons. 1,155 12 26 753	271 2 8 224	do	53 6 0 0 11 0 2 8 9 37 7 10	} 1s. cur. per gallon, and 2½ per cent. Mar. '55, & Apr. '56.
	Total,	1,642	304	1,946	505	505			93 13 7

General Imports into the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.			VALUE IN STERLING.			DUTY. Rate and when imposed.
		IMPORTED.		Entered for Home Consumption.	Of Total Imports.	Average price fixed for the Value (if calculated officially.)	Gross amount received in Sterling.	
		In British Vessels.	In Foreign Vessels.						Total.
RUM and all other Spirits not enumerated,	United Kingdom,	gallons. 2,479	gallons. 2,479	gallons. 3,012	458		£ 201 8 10	1s. 6d. cur. per gallon, and 2½ per cent. March '55, & April '56.
	Canada,	130	130	130	17		9 1 1	
	Nova Scotia,	6,127	6,127	5,200	985		347 5 4	
	Barbadoes,	12,530	12,530	1,531	1,190		90 11 11	
WINES,	Turk's Island,	925	925	3,855	52		253 18 4	2s. 6d. per gallon, and 12½ per cent. March '55, & April '56.
	United States,	5,938	1,316	7,254	869		911 5 6	
	Total,	28,120	1,316	29,445	3,530		663 8 8	
	United Kingdom,	gallons. 3,735	gallons. 3,735	4,720	1,487		3 12 3	
SUGAR, Refined, in Loaves,	Canada,	25	25	25	7		377 0 10	1d. cur. per lb. and 2½ per cent. March '55, & April '56.
	Nova Scotia,	1,572	1,572	2,790	578	do	30 2 9	
	Newfoundland,	191	191	191	81		1,163 9 4	
	United States,	6,731	1,200	7,931	1,522		19 7 1	
SUGAR, all other kinds of Refined or White Bastard, and Sugar Candy,	Franco,	20	20	20	12		2,257 0 11	1d. cur. per lb. and 2½ per cent. March '55, & April '56.
	Total,	12,274	1,200	13,474	3,087		3 8 10	
	United Kingdom,	lbs. 603	lbs. 603	603	12		0 6 7	
	Canada,	54	54	54	2		1 1 3	
SUGAR, all other kinds of Refined or White Bastard, and Sugar Candy,	United States,	186	186	186	4		4 16 8	1d. cur. per lb. and 2½ per cent. March '55, & April '56.
	Total,	843	843	843	18		142 17 7	
	United Kingdom,	lbs. 30,685	lbs. 30,685	36,396	539		0 13 6	
	Canada,	150	150	150	6		2 1 2	
SUGAR, all other kinds of Refined or White Bastard, and Sugar Candy,	Nova Scotia,	879	879	485	24		0 1 2	1d. cur. per lb. and 2½ per cent. March '55, & April '56.
	P. E. Island,	14	14	14	1		0 1 2	
	United States,	206,415	61,335	267,750	4,922		1,040 18 6	
	Total,	238,143	61,335	299,478	5,492		1,186 11 11	

SUGAR, Brown, Muscovado, clayed, and any other kinds of Sugar not refined,	Canada,	cwt. 16	cwt. 16	cwt. 16	31		5 1 6	6s. currency per cwt. and 2½ per cent. March '55, & April '56.
	Nova Scotia,	17,192	17,192	14,589	24,772		4,203 8 6	
	Barbadoes,	677	677	507	676		141 9 9	
	Antigua,	7	7	54	6		15 7 1	
SEEDS,	Turk's Island,	187	187	2,225	271		591 5 4	2½ per cent. April 1856. Free under Reciprocity. 2½ per cent. Free.
	Cuba & Porto Rico	235	235	879	356		1,113 9 7	
	United States,	3,684	158	3,842	5,586		6,070 1 9	
	Total,	21,998	158	22,156	31,697		0 18 2	
SALT of all kinds,	United Kingdom,	packages 63	packages 63	packages 63	303		0 18 2	2½ per cent. April '56.
	Canada,	31	31	31	57		Free	
	Nova Scotia,	10	10	10	43		0 5 7	
	United States,	94	15	15	78		0 5 7	
SHRUBS, Trees, and Plants,	United States,	162	162	256	583		1 18 9	2½ per cent. April '56.
	Total,	198	177	375	1,064		8 16 11	
	United Kingdom,	tons. 12,709	tons. 12,709	12,709	3,808		90 13 7	
	Jersey,	392	392	392	162		4 1 0	
SAILS and Rigging for new Ships,	Canada,	39	39	39	38		0 19 9	2½ per cent. April '56.
	Nova Scotia,	266	266	266	139		3 9 9	
	Turk's Island,	365	365	365	183		4 11 5	
	United States,	108	136	181	404		8 18 10	
SLATE,	Total,	13,879	28	13,902	4,734		112 13 7	Free. Free and 2½ per cent.
	Canada,	packages 1	packages 1	packages 1	1		0 5 7	
	Nova Scotia,	5	5	5	36		0 5 7	
	Total,	6	6	6	37		0 5 7	
STATIONERY, including Ink, Sealing Wax, &c.	United Kingdom,	packages 508	packages 508	packages 509	3,603		130 3 4	3½ per cent. Mar. '55, & Apr. '56.
	United States,	3	7	7	30		1 1 3	
	Total,	511	515	516	3,633		131 4 7	
	United Kingdom,	tons. 10	tons. 10	tons. 10	28		0 13 0	
STATIONERY, including Ink, Sealing Wax, &c.	Canada,	packages 163	packages 163	packages 171	1,889		210 4 4	2½ per cent. March '55, & April '56.
	United States,	3	3	3	1		0 2 6	
	Total,	166	166	174	1,890		210 4 4	
	Canada,	3	3	3	1		0 2 6	

General Imports into the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.			VALUE IN STERLING.			DUTY.
		IMPORTED.		Entered for Home Consumption.	Of Total Imports.	Average price fixed for the Value (if calculated officially.)	Gross amount received in Sterling.	
		In British Vessels.	In Foreign Vessels.						Total.
Stationery—Continued.	Nova Scotia, United States,	6 76	129	6 207	10 1,045	10 1,045	1 5 0 109 18 1	} 12½ per cent. March '55, & April '56.
	Total,	250	129	379	2,945	2,945	321 9 11	
SAILS and Rigging from Wrecked Vessels not belonging to N. Brunswick.	Nova Scotia, United States,	5 ..	..	5 ..	5 ..	5 ..	0 12 0	} 2½ per cent.
	Total,	5	..	5	5	5	0 12 0	
Sails & Rigging from N. B. Vessels,	United Kingdom, United States, Nova Scotia,	141 116 90	..	141 116 90	141 116 90	141 116 90	1 10 1	} Free.
	Total,	347	..	347	347	347	1 10 1	
STONES, Burr, hewn, wrought or unwrought,	United States,	2	..	2	2	2	6 11 0	} 2½ per cent. April '56.
	Total,	2	..	2	2	2	6 11 0	
STEEL, Bar and Sheet,	United Kingdom, Nova Scotia, United States,	1,847 9 38	..	1,847 9 80	1,847 9 80	1,847 9 80	100 1 7 0 14 7 6 2 4	} 3½ per cent. March '55, & April '56.
	Total,	1,894	42	1,936	1,741	3,456	106 18 6	
SHEEP SKINS, undressed,	Nova Scotia, United States,	604 17	..	604 17	604 17	604 17	..	} Free.
	Total,	621	..	621	621	621	..	
TOBACCO, Manufactured, except Snuff and Cigars,	Canada, Nova Scotia, P. E. Island, United States,	1,419 2,724 80 316,446	..	1,419 37,053 80 472,752	1,419 37,053 80 472,752	1,419 37,053 80 472,752	11 7 11 274 11 0 0 13 4 3,479 1 10	} 2d. cur. per lb. and 2½ per cent. March '55, & April '56.
	Total,	320,669	190,635	511,304	473,568	21,207	3,765 14 1	

TOBACCO, Unmanufactured,	Nova Scotia, United States,	8,850 ..	480	8,850 480	8,850 480	8,850 480	148 22	..	} Free under Reciprocity.
	Total,	8,850	480	9,330	9,330	9,330	170	..	
TOBACCO, Snuff,	Jersey, Canada, Nova Scotia, United States,	14 105 113 3,787	..	14 105 113 5,050	14 105 113 3,985	14 105 113 3,985	1 5 5 190	0 3 6 0 17 6 0 17 10 34 18 7	} 17½ per cent. imposed March '55, & April '56.
	Total,	4,019	1,263	5,282	4,217	201	36 17 5	..	
TOBACCO, Cigars,	Canada, Nova Scotia, Cuba & Porto Rico United States,	6 18 1 63	..	6 18 1 165	6 18 1 269	6 18 1 269	2 31 2 1,944	0 7 0 5 7 1 6 8 4 278 5 2	} 17½ per cent. imposed March 1855, and April 1856.
	Total,	88	102	190	305	1,979	290 7 7	..	
TEA,	United Kingdom, Jersey, Canada, Nova Scotia, P. E. Island, United States, Cuba & Porto Rico	253,446 272 788 52,270 120 238,446 3,325	..	253,446 272 788 52,270 120 430,620 3,325	253,446 272 788 41,465 120 393,311 3,325	253,446 272 788 41,465 120 393,311 3,325	13,081 14 59 2,764 12 27,314 111	2,262 12 6 2 4 9 6 19 9 347 18 0 1 1 8 3,385 10 2	} 2d. per lb. & 2½ pr ct. March '55, & April '56.
	Total,	548,667	192,174	740,841	708,576	43,355	6,006 6 10	..	
TIN, viz. Block and Plate,	United Kingdom, Canada, United States,	1,258 21 465	..	1,258 21 501	1,127 21 501	1,127 21 501	2,032 32 616	62 18 10 1 2 5 21 12 6	} 3½ per cent. March '55, & April '56.
	Total,	1,744	36	1,780	1,049	2,682	85 13 9	..	
TRUNKS, Valises, & Portmanteaus,	United States,	756	240	996	996	996	467	103 7 0	} 17½ per cent. imposed March '55, & April '56.
	Total,	756	240	996	996	996	467	103 7 0	
TALLOW and Soap Gresae,	United Kingdom, United States,	21,600 189,572	..	21,600 523,289	21,600 523,289	21,600 523,289	249 11,213	3 2 7	} 2½ per cent. April '56. Free under Reciprocity.
	Total,	211,172	333,717	544,889	544,889	11,462	3 2 7	..	

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.			VALUE IN STERLING.			DUTY.	
		IMPORTED.		Entered for Home Consumption.	Of Total Imports.	Average price paid for the Value (if calculated officially.)	Gross amount received in Sterling.		
		In British Vessels.	In Foreign Vessels.						Total.
TURPENTINE,	United Kingdom,	gallons.	gallons.	gallons.	10	10	1	2½ per cent.	
	Nova Scotia,	120	120	120	2	2	2		
	United States,	520	180	700	45	45	45		
	Total,	650	180	830	58	58	58	Free under Reciprocity.	
TOYS,	United Kingdom,	packages	packages	packages	7	7	83		12½ per cent.
	United States,	4	21	25	112	25	13		
	Total,	11	21	32	195	32	23		
VINEGAR,	United Kingdom,	gallons.	gallons.	gallons.	60	60	3	12½ per cent.	
	Jersey,	60	60	60	3	60	3		
	Canada,	144	144	144	9	144	11		
	Nova Scotia,	100	100	100	7	100	7	Mar. '55, & Apr. '56.	
United States,	18,658	7,041	25,699	473	23,406	53			
Total,	19,022	7,041	26,063	495	23,710	55			
VEGETABLES, viz. Potatoes, including Sweet Potatoes,	United Kingdom,	bushels.	bushels.	bushels.	616	616	66	2½ per cent.	
	Nova Scotia,	70,519	70,519	70,519	8,811	70,519	8,811		
	P. E. Island,	6,326	6,326	6,326	760	6,326	760		
	United States,	65	311	376	61	376	61	Free under Reciprocity.	
Total,	77,526	311	77,837	9,098	77,837	110			
Nova Scotia,	bushels.	bushels.	bushels.	7,826	7,826	587	Free.		
P. E. Island,	742	742	742	32	742	32			
Total,	8,568	742	9,310	619	8,568	619			
Carrots, Beets, Parsnips, Cabbages, Horse Radish, Lettuce,	Nova Scotia,	bushels.	bushels.	bushels.	455	455	80	Do.	
	P. E. Island,	1,050	1,050	1,050	66	1,050	66		
	United States,	74	582	656	502	656	502		
	Total,	1,579	582	2,161	648	2,161	648		

Onions,	Canada,	barrels.	barrels.	barrels.	28	28	16	Free.	
	Nova Scotia,	4	4	4	2	4	2		
	United States,	302	1,085	1,387	632	1,387	632		
	Total,	334	1,085	1,419	650	1,419	650	Do.	
Wood Goods, viz:— Boards & Scantling, Pine & Spruce	United States,	feet.	feet.	feet.	1,340	1,340	48		Do.
	Nova Scotia,	17,000	17,000	17,000	34	17,000	34		
	Nova Scotia,	1,318,000	1,318,000	1,318,000	2,626	1,318,000	2,626		
	Total,	1,700	1,700	1,700	600	1,700	600	Do.	
Lathwood,	Nova Scotia,	cords.	cords.	cords.	168	168	168		Do.
	P. E. Island,	2	2	2	2	2	2		
	Total,	170	170	170	170	170	170		
Lignumvite,	Nova Scotia,	cwt.	cwt.	cwt.	100	100	21	2½ per cent. April '56.	
	United States,	10	61	71	45	71	45		
	Total,	110	61	171	66	171	66		
Dye Woods,	Nova Scotia,	packages	packages	packages	4	4	7	Do.	
	United States,	175	77	252	132	252	132		
	Total,	179	77	256	139	256	139		
Mahogany,	United States,	packages	packages	packages	422	422	451	Do.	
	United Kingdom,	250	250	250	38	250	38		
	United States,	17,508	4,730	22,238	322	22,238	322		
	Total,	17,758	4,730	22,488	360	22,488	360	Free under Reciprocity.	
Pitch Pine,	Canada,	tons.	tons.	tons.	8	8	21		Do.
	United States,	1,680	2,877	4,557	3,580	4,557	3,580		
	Total,	1,688	2,877	4,515	3,610	4,515	3,610		

General Imports into the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES WHENCE IMPORTED.	QUANTITIES.				VALUE IN STERLING.				DUTY.
		IMPORTED.		Entered for Home Consumption.	Of Total Imports.	Average price fixed for the Value (if calculated officially).	Gross amount received in Sterling.	Rate and when imposed.		
		In British Vessels.	In Foreign Vessels.						Total.	
Wood Goods—Continued.										
Shingles,	United States,	m. 4	m. 4	m. 4	2	value stated by importer.	£ S. D.	Free under Reciprocity.		
Staves,	United States,	no. 12,000	no. 12,000	no. 12,000	113	do		Do.		
Treenails,	Nova Scotia,	m. 6,000	m. 6,000	m. 6,000	30	£5 pr M.		Do.		
	United States,	36,483	1,000	37,483	395	value stated by importer.				
	Total,	42,483	1,000	43,483	425					
Veneers,	United States,	packages 2	packages 2	packages 2	8	value stated by importer.	0 4 0	2½ per cent. April '56.		
Walnut,	United States,	feet. 8,762	feet. 6,042	feet. 14,804	212	do		Free.		
Cherry and White Wood,	United States,	feet. 12,583	feet. 1,164	feet. 13,747	109	do		Do.		
White Ash,	United States,	feet. 2,500	feet.	feet. 2,500	17	do		Do.		
Hoop Poles,	Nova Scotia,	no. 2,000	no.	no. 2,000	3	do		Do.		
Oar Rafters,	Nova Scotia,	no. 236	no.	no. 236	2	6d.		Do.		
Last Blocks,	Nova Scotia,	no. 2,000	no.	no. 2,000	50	6d.		Do.		
Birch Timber,	Nova Scotia,	tons. 40	tons.	tons. 40	44	22s.		Do.		
	P. E. Island,	90	. . . . .	90	60	value stated by importer.			
	Total,	130	. . . . .	130	104				
WOODES WARE Manufactures, including Matches, Picture	United Kingdom, Canada,	packages 5	packages 5	packages 5	6	do	2 0 5	17½ per cent. Mar. '55, & Apr. '56.		
		15	. . . . .	15	28		4 19 2		

Frames, Corn Brooms, Axe and Whip Handles,	Nova Scotia, P. E. Island, United States, Total,	1,433 3,546 5,000	. . . . . 1,522 1,522	1,433 5,068 6,522	1,433 4,801 6,255	98 2,802 3,036	17 2 5 2 2 0 498 3 6 524 7 6	17½ per cent. Mar. '55, & Apr. '56.
WOOL,	United Kingdom,	lbs. 140	lbs.	lbs. 140	lbs. 140	8	0 3 6	2½ per cent. March '55.
ZINC,	United Kingdom, United States, Total,	lbs. 80,739 26,137 56,876	. . . . . 10,326 10,326	lbs. 30,739 36,463 67,202	lbs. 28,347 36,432 64,779	362 290 661	10 14 5 12 15 10 23 10 3	3½ per cent. Mar. '55, & Apr. '56.
Miscellaneous,	Nova Scotia, P. E. Island, United States, Total,	packages 87 20 73 180	packages 45 45	packages 87 20 118 225	packages 87 20 118 225	45 3 142 190		Free under Reciprocity.
Miscellaneous Articles, not otherwise enumerated, viz. Leeches, Pine Apples, Cocoa Nuts, &c. paying 2½ per cent.	United Kingdom, Jersey, Nova Scotia, United States, Total,	packages 437 2 6 170 615	packages 212 212	packages 437 2 6 382 827	packages 437 2 6 382 827	60 38 21 400 528	1 13 9 0 19 0 0 10 7 10 0 11 13 4 3	2½ per cent. April '56.
Miscellaneous Articles, not otherwise enumerated, paying 3½ per cent.	United States,	packages 120	packages 15	packages 135	packages 135	376	13 3 2	3½ per cent. Mar. '55, & April '56.
Miscellaneous Articles, not otherwise enumerated, viz. Blacking, Images, Chess Boards, Cork Fenders, Cuffing Stones, Soap Stone, &c. &c. paying 12½ per cent.	United Kingdom, Jersey, Canada, Nova Scotia, P. E. Island, United States, Total,	packages 195 6 24 140 651 1,018	packages 73 73	packages 195 6 24 140 724 1,091	packages 195 6 24 140 744 1,111	275 74 16 69 5 842 1,281	34 5 0 9 2 6 2 1 2 8 14 4 0 13 0 130 12 0 185 8 0	12½ per cent. imposed March 1855, and April 1856.

The Imports into Caraquez and Campbellton are not included in the foregoing Account, as the Annual Returns could not be procured from the Controllers at these Ports. The Imports, however, would be small, probably not exceeding £5,000 Sterling for the two Ports.—The valuation of the Imports into New Brunswick have been made up nearly all from the declared value of the Goods, as stated by the Importers in their entries at the Treasury, which is supposed to be the value at the places from whence the goods were imported.—The value of all the Imports into New Brunswick in 1855, was £1,431,330 Sterling; in 1856, £1,621,178; in 1857, £1,423,943; and in 1858, £1,162,771; which, with £5,000 for Campbellton and Caraquez, make the sum of £1,167,771 Sterling.

Custom House, Saint John, N. B., 9th April, 1859.

WM. SMITH, Controller, &c.

GENERAL EXPORTS FROM THE PROVINCE OF NEW BRUNSWICK IN THE YEAR 1858.

ARTICLES.	COUNTRIES to which EXPORTED.	QUANTITIES.				VALUES IN STERLING.				
		Produce and Manufactures of the Colony.		British, Foreign, and other Colonial Produce and Manufactures.		Produce and Manufactures of the Colony.		British, Foreign, and other Colonial Produce and Manufactures.		
		In British Vessels.	In Foreign Vessels.	Total.	packages	packages	£	£	Total.	
APOTHECARY WARES,	Nova Scotia, United States,	12	12	24	37	28	65	19	81	100
	Total,	12	12	24	53	65	167	19	148	167
	United States,		184	184		184	138			138
ANIMALS, viz. Sheep,	United States,									
	United States,									
	Total,									
ASHES,	Nova Scotia, Australia,	269	3	272	m.	269	3	419		419
	Total,	272		272		272	428			428
	United Kingdom, Canada,	88		88	lbs.	88		3		3
BUTTER, Cheese, and Lard,	Nova Scotia, United States,	3,525		3,525		3,525		176		176
	Total,	1,793		1,793		1,793		81		81
	United Kingdom, Canada, Nova Scotia, Newfoundland, United States,	200		200		200		10		10
BRICKS,	Nova Scotia, Australia,	8,088		8,088		8,088		730		730
	Total,	13,604		13,604		13,604		1,000		1,000
	United Kingdom, Nova Scotia,	423		423		423		21		21
BARRELS, empty,	Nova Scotia,	50		50		50		4		4
	Total,	473		473		473		25		25
	Nova Scotia, P. E. Island, United States,	97		97	tons.	97		116		116
COALS,	Nova Scotia, P. E. Island, United States,	32		32		32		32		32
	Total,	6,226		6,226		6,226		13,594		13,594
	United States,	6,355		6,355		6,355		13,742		13,742

Values stated by Exporters.

ARTICLES.	COUNTRIES to which EXPORTED.	QUANTITIES.				VALUES IN STERLING.				
		Produce and Manufactures of the Colony.		British, Foreign, and other Colonial Produce and Manufactures.		Produce and Manufactures of the Colony.		British, Foreign, and other Colonial Produce and Manufactures.		
		In British Vessels.	In Foreign Vessels.	Total.	packages	packages	£	£	Total.	
CHALK,	United States,				tons.	1,100				290
	Nova Scotia,				barrels.	2				1
	Total,									
CEMENT,	Nova Scotia,				lbs.	124				4
	Nova Scotia,				cwt.	324				610
	Total,									278
CORDAGE and ROPE,	Nova Scotia,				packages	50				610
	Nova Scotia,				packages	847				278
	Total,									900
CANVAS and SAILS,	Nova Scotia, United States, P. E. Island,				packages	3				60
	Total,					13				68
	United Kingdom, Nova Scotia, P. E. Island,				barrels.	863				1,118
EARTHENWARE and GLASSWARE	United Kingdom, Nova Scotia, P. E. Island,				barrels.	2				3
	Total,					6,840				9,154
	Canada, P. E. Island,				packages	140				141
FLOUR, Wheat,	Canada, P. E. Island,				packages	6,982				9,398
	Total,					7				9
	United Kingdom, Nova Scotia, United States,				packages	136				172
FURS,	United States,				packages	7,125				9,479
	United Kingdom, Nova Scotia, United States,				packages	27				1,056
	Total,					1				2
FISH, Fresh,	United States,				no.	5				100
	United Kingdom, Canada, Nova Scotia, United States,				no.	33				1,158
	Total,					14,076				4,505
FISH, Preserved and Spiced,	United States,				packages	6,774				5,454
	United Kingdom, Canada, Nova Scotia, United States,				packages	40				126
	Total,					194				341
FISH, Preserved and Spiced,	United States,				packages	11,025				9,587
	United Kingdom, Canada, Nova Scotia, United States,				packages	11,025				15,508
	Total,					21,383				15,508

Values stated by Exporters.

General Exports from the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES TO WHICH EXPORTED.	QUANTITIES.				VALUE IN STERLING.				Average price fixed for the Value (if calculated officially.)
		In British Vessels.	In Foreign Vessels.	Total.	British, Foreign, and other Colonial Produce and Manufactures.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	TOTAL.		
Fish, Salted, Dry,	Jersey,	cwt. 3,600	cwt. 3,000	cwt. 3,600	cwt. 3,600	2,120	2,120	2,120	2,120	1,007
	Nova Scotia,	3,226	3,226	3,226	3,226	1,997	1,997	1,997	1,997	73
	Barbadoes,	146	146	146	146	167	167	167	167	2,287
	Antigua,	336	336	336	336	4,372	4,372	4,372	4,372	3,351
	United States,	2,707	1,065	4,372	4,372	40	40	40	40	25
	Spain,	4,635	4,635	4,635	4,635	10,020	10,020	10,020	10,020	60
	Cuba & Porto Rico	40	40	40	40	12	12	12	12	408
	Total,	14,690	1,065	16,355	16,355	4,128	4,128	4,128	4,128	178
	United Kingdom,	barrels. 50	barrels. 50	barrels. 50	barrels. 50	85	85	85	85	30
	Jersey,	11	11	11	11	30	30	30	30	30
	Canada,	607	607	607	607	36	36	36	36	42
	Nova Scotia,	4,484	4,484	4,484	4,484	13,820	13,820	13,820	13,820	25
P. E. Island,	170	170	170	170	27	27	27	27	18,833	
Barbadoes,	98	98	98	98	1,332	1,332	1,332	1,332	138	
Jamaica,	30	30	30	30	138	138	138	138	64	
Antigua,	151	151	151	151	70	70	70	70	48	
British Guiana,	56	56	56	56	48	48	48	48	2	
United States,	17,334	14,442	31,776	31,776	537	537	537	537	5	
Cuba & Porto Rico	27	27	27	27	2	2	2	2	2	
Total,	23,018	14,442	37,460	37,460	2,198	2,198	2,198	2,198	2,198	
United Kingdom,	boxes. 10,759	boxes. 10,759	boxes. 10,759	boxes. 10,759	1,332	1,332	1,332	1,332	138	
Nova Scotia,	1,360	1,360	1,360	1,360	64	64	64	64	70	
Barbadoes,	890	890	890	890	48	48	48	48	2	
Jamaica,	868	868	868	868	537	537	537	537	5	
Antigua,	387	387	387	387	2	2	2	2	2	
Spain,	40	40	40	40	5	5	5	5	2	
United States,	2,300	4,450	6,750	6,750	40	40	40	40	40	
Cuba & Porto Rico	50	50	50	50	2,198	2,198	2,198	2,198	2,198	
Saint Thomas,	40	40	40	40	2,198	2,198	2,198	2,198	2,198	
Total,	16,104	4,950	21,144	21,144	2,198	2,198	2,198	2,198	2,198	

Values stated by Exporters.

ARTICLES.	COUNTRIES TO WHICH EXPORTED.	QUANTITIES.				VALUE IN STERLING.				Average price fixed for the Value (if calculated officially.)
		In British Vessels.	In Foreign Vessels.	Total.	British, Foreign, and other Colonial Produce and Manufactures.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	TOTAL.		
GYPSUM and PLASTER,	United States,	cwt. 132,900	cwt. 55,800	cwt. 188,700	cwt. 188,700	1,878	1,878	1,878	1,878	19
	United Kingdom,	packages 12	packages 12	packages 12	12	19	19	19	19	73
	Nova Scotia,	24	24	24	24	78
	P. E. Island,	10	10	10	10	24
	Total,	12	12	12	12	116	116	116	116	116
	Nova Scotia,	bushels. 60	bushels. 60	bushels. 60	bushels. 60	12	12	12	12	76
	Newfoundland,	656	656	656	656	71	71	71	71	87
	Barbadoes,	1,600	1,600	1,600	1,600	134	134	134	134	15,469
	United States,	4,646	5,842	10,490	10,490	1,078	1,078	1,078	1,078	867
	Total,	6,964	5,842	12,806	12,806	1,205	1,205	1,205	1,205	91
	United Kingdom,	packages ..	packages ..	packages ..	packages ..	76	76	76	76	16,590
	Canada,	87	87	87	87	2,060
Nova Scotia,	..	..	..	..	15,469	15,469	15,469	15,469	162
P. E. Island,	..	..	..	..	867	867	867	867	2,222
United States,	..	..	..	..	91	91	91	91	362
Total,	..	..	..	..	16,590	16,590	16,590	16,590	78
Nova Scotia,	packages 208	packages 208	packages 208	packages 208	2,060	2,060	2,060	2,060	4	
P. E. Island,	..	..	..	..	162	162	162	162	295
Total,	..	..	..	..	2,222	2,222	2,222	2,222	739
Nova Scotia,	tons. 170	tons. 170	tons. 170	tons. 170	362	362	362	362	3	
Newfoundland,	27	27	27	27	78	78	78	78	3	
Barbadoes,	2	2	2	2	4	4	4	4	1,379	
United States,	100	100	100	100	295	295	295	295	15	
Total,	299	299	299	299	739	739	739	739	1,397	
Canada,	cwt. ..	cwt. ..	cwt. ..	cwt. ..	3	3	3	3	1,277	
Nova Scotia,	.. 100	.. 100	.. 100	.. 100	1,274	1,274	1,274	1,274	15	
P. E. Island,	20	20	20	20	15	15	15	15	15	
Total,	120	120	120	120	1,397	1,397	1,397	1,397	1,397	

Values stated by Exporters.

IRON, Wrought and Cut, including Spikes and Nails,

General Exports from the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES TO WHICH EXPORTED.	QUANTITIES.				VALUE IN STERLING.				Average price fixed for the Value (if calculated officially.)			
		Produce and Manufactures of the Colony.		British, Foreign, and other Colonial Produce and Manufactures		Produce and Manufactures of the Colony.		British, Foreign, and other Colonial Produce and Manufactures					
		In British Vessels.	In Foreign Vessels.	Total.	Total.	£	£	£	£				
IRON, Unwrought, including Bar & Sheet Iron,	United Kingdom, Nova Scotia,	..	..	..	cwt.	70	cwt.	70	£	35	£	35	
	Total,	..	..	..		7,605		7,605	..	2,057	..	2,057	
	Nova Scotia, United States,	..	..	..	cwt.	200	cwt.	200	..	40	..	40	
IRON, Old and Scrap,	Total,	..	..	..		3,840		3,840	..	300	..	300	
	United Kingdom, Nova Scotia, United States,	..	..	..	tons.	4,040	tons.	4,040	..	418	..	418	
	Total,	..	..	..		2,586		2,586	..	20,105	..	20,105	
LIME,	United Kingdom, Nova Scotia, United States,	..	..	..	casks.	6,478	casks.	6,478	..	1,492	..	1,492	
	Total,	..	..	..		5,502		5,502	..	1,092	..	1,092	
	Nova Scotia, P. E. Island,	..	..	..	tons.	220	tons.	220	..	30	..	30	
LIMESTONE,	Total,	..	..	..		345		345	..	57	..	57	
	United Kingdom, Nova Scotia, United States,	..	..	..	casks.	12,040	casks.	12,040	..	2,574	..	2,574	
	Total,	..	..	..		565		565	..	87	..	87	
LEATHER Manufactures, including Boots and Shoes,	Nova Scotia, United States,	..	..	..	packages	15	packages	15	..	314	..	314	
	Total,	..	..	..		303		303	..	1,848	..	1,848	
	Nova Scotia, P. E. Island,	..	..	..	gallons.	318	gallons.	318	..	2,157	..	2,157	
MOLASSES,	Total,	..	..	..		12,402		12,402	..	781	..	781	
	Nova Scotia, P. E. Island,	..	..	..		880		880	..	60	..	60	
	Total,	..	..	..		13,282		13,282	..	847	..	847	

Values stated by Exporters.

Values stated by Exporters.

MARBLE, Tomb and Grave Stones,	P. E. Island,	..	..	..	packages	35	packages	35	..	105	..	105	
	Total,	..	..	..		938		938	..	528	..	528	
	Nova Scotia, P. E. Island, United States,	..	..	..	barrels.	144	barrels.	144	..	129	..	129	
MEAL, including Oatmeal, Corn Meal, and Rye Flour,	Total,	..	..	..		25		25	..	37	..	37	
	United Kingdom, Nova Scotia,	..	..	..	barrels.	1,107	barrels.	1,107	..	604	..	604	
	Total,	..	..	..		1		1	..	3	..	3	
MEATS, Salted,	United Kingdom, Nova Scotia,	..	..	..	barrels.	7	barrels.	7	..	32	..	32	
	Total,	..	..	..		7		7	..	32	..	32	
	Nova Scotia,	..	..	..	barrels.	80	barrels.	80	..	58	..	58	
NAVAL STORES, including Rosin, Pitch, & Tar,	Total,	..	..	..		554		554	..	34	..	34	
	Nova Scotia,	..	..	..	cwt.	554	cwt.	554	..	18	..	18	
	United States,	..	..	..	barrels.	1,750	barrels.	1,750	..	100	..	100	
OAKUM,	Canada,	..	..	..	barrels.	1,750	barrels.	1,750	..	724	..	724	
	Total,	..	..	..		4,240		4,240	..	427	..	427	
	Nova Scotia, United States,	..	..	..	gallons.	180	gallons.	180	..	44	..	44	
OLD ROPE and Junk, and old Canvas,	Total,	..	..	..		1,220		1,220	..	222	..	222	
	United States,	..	..	..	gallons.	4,420	gallons.	4,420	..	693	..	693	
	Canada,	..	..	..	gallons.	10	gallons.	10	..	2	..	2	
OYSTERS,	United Kingdom, Nova Scotia, United States,	..	..	..	gallons.	4,160	gallons.	4,160	..	502	..	502	
	Total,	..	..	..		38,030		38,030	..	5,203	..	5,203	
	Nova Scotia, P. E. Island, United States,	..	..	..	gallons.	13,971	gallons.	13,971	..	5,855	..	5,855	
Oil of all other kinds,	Total,	..	..	..		52,010		52,010	..	2	..	2	
	United Kingdom, Nova Scotia, United States,	..	..	..	gallons.	4,160	gallons.	4,160	..	562	..	562	
	Total,	..	..	..		38,030		38,030	..	5,203	..	5,203	
PAINT and PUTTY,	Nova Scotia,	..	..	..	gallons.	502	gallons.	502	..	671	..	671	
	Total,	..	..	..		32		32	..	260	..	260	
	Nova Scotia, United States,	..	..	..	packages	41	packages	41	..	280	..	280	
PAPER Manufacture, including Books and Stationery,	Total,	..	..	..		41		41	..	540	..	540	

General Exports from the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES TO WHICH EXPORTED.	QUANTITIES.				VALUE IN STERLING.				Average price fixed for the value (if calculated officially)				
		Produce and Manufactures of the Colony.		In Foreign Vessels.		British, Foreign, and other Colonial Produce and Manufactures.		Produce and Manufactures of the Colony.			British, Foreign, and other Colonial Produce and Manufactures.			
		In British Vessels.	Total.	In Foreign Vessels.	Total.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	Total.					
		cwt.	lbs.	tons.	cwt.	lbs.	tons.	cwt.	lbs.	tons.	£	£	£	
SUGAR, Maple,	United Kingdom,	1			1			243	243	1	3	..	..	3
	Nova Scotia,	..			..			..	..	..	..	..	..	..
	P. E. Island,	..			..			20	20	..	..	..	..	..
	Total,	..			..			203	203	3	3	..	..	407
RICE,	Nova Scotia,	..			..			17,560	17,560	..	..	..	..	..
	P. E. Island,	..			..			100	100	..	..	..	..	..
	Total,	..			..			17,660	17,660	..	..	..	..	..
	Total,	..			..			17,660	17,660	..	..	..	..	..
SOAP,	Nova Scotia,	27,165			27,165			..	..	..	..	235	..	..
	P. E. Island,	1,200			1,200			..	..	..	..	15	..	..
	Total,	28,365			28,365			..	..	..	..	250	..	..
	Total,	..			..			..	..	..	..	..	..	..
SALT,	Canada,	..			..			1,565	1,565	..	..	..	..	..
	Nova Scotia,	..			..			49,778	49,778	..	..	..	..	..
	P. E. Island,	..			..			12,101	12,101	..	..	..	..	..
	Total,	..			..			63,444	63,444	..	..	..	..	..
SPIRITS of all kinds,	Nova Scotia,	..			..			568	568	..	..	..	..	..
	United States,	..			..			6,293	6,293	..	..	..	..	..
	Total,	..			..			6,861	6,861	..	..	..	..	..
	Total,	..			..			6,861	6,861	..	..	..	..	..
STONE, including Building and Grindstone,	Barbadoes,	13			13			..	..	13	..	..	..	..
	United States,	6,791		154	6,945			..	..	6,945	..	..	..	..
	Total,	6,804		154	6,958			..	..	6,958	..	..	..	..
	Total,	..			..			..	..	..	..	..	..	..
SHEEP SKINS,	United States,	4,136		25,475	29,611			..	..	no.	29,611	..	..	..
	Total,	..		..	..			..	..	..	..	..	..	..
	Total,	..		..	..			..	..	..	..	..	..	..
	Total,	..		..	..			..	..	..	..	..	..	..

Values stated by Exporters.

CALF SKINS,	..	no.	1,210	..	1,210	..	..	..	..	no.	1,210	..	..	..	207
HIDES,	..	no.	549	..	549	..	..	..	..	no.	549	..	..	..	747
STEEL,	..	cwt.	..	..	..	..	..	..	..	cwt.	24	..	..	..	12
TEA,	..	..	..	..	..	..	..	..	..	..	96	..	..	..	146
TOBACCO,	..	..	..	..	..	..	..	..	..	..	120	..	..	..	158
VEGETABLES, including Potatoes & Turnips,	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
WOODEN WARE, Manufactured,	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
WINE,	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
WOOL,	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

General Exports from the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	QUANTITIES.			VALUE IN STERLING.			Average price fixed for the Value (if calculated officially.)	
	COUNTRIES TO WHICH EXPORTED.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	TOTAL.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures		TOTAL.
	In British Vessels.	In Foreign Vessels.	Total.	feet.	feet.	feet.	£	
BOARDS, Scantling and Plank, not exceeding 9 feet long,	United Kingdom,	906,000	517,000	1,423,000	1,423,000	..	2,771	
	Nova Scotia,	984,000	..	984,000	984,000	..	1,556	
	P. E. Island,	338,000	..	338,000	338,000	..	550	
	Newfoundland,	1,181,000	..	1,181,000	1,181,000	..	2,051	
	Barbadoes,	2,182,000	227,000	2,409,000	2,409,000	..	4,817	
	Antigua,	226,000	..	226,000	226,000	..	453	
	Jamaica,	572,000	..	572,000	572,000	..	1,144	
	Trinidad,	256,000	..	256,000	256,000	..	512	
	Australia,	143,000	..	143,000	143,000	..	290	
	British Guiana,	499,000	..	499,000	499,000	..	1,003	
	Spain,	1,000	..	1,000	1,000	..	2	
	United States,	2,684,000	287,000	2,971,000	2,971,000	9,418,000	35,701	
	Cuba & Porto Rico	1,184,000	416,000	1,600,000	1,600,000	394,000	788	
	Saint Thomas,	195,000	..	195,000	195,000	..	390	
Saint Pierre,	318,000	..	318,000	318,000	..	778		
Total,	11,669,000	1,447,000	13,116,000	13,116,000	9,812,000	36,489	61,410	
BOARDS, Scantling and Plank, not exceeding 9 feet long,	United Kingdom,	2,982,000	124,000	3,106,000	3,106,000	..	3,502	
	Nova Scotia,	92,000	..	92,000	92,000	..	166	
	P. E. Island,	39,000	..	39,000	39,000	..	58	
	Newfoundland,	267,000	..	267,000	267,000	..	292	
	Barbadoes,	814,000	..	814,000	814,000	..	1,555	
	Antigua,	5,000	..	5,000	5,000	..	15	
	United States,	282,000	1,012,000	1,294,000	1,294,000	..	1,647	
	Cuba & Porto Rico	18,000	..	18,000	18,000	..	39	
	Saint Pierre,	80,000	..	80,000	80,000	..	180	
	Total,	4,574,000	1,136,000	5,710,000	5,710,000	..	7,454	..
	Nova Scotia,	159,000	..	159,000	159,000	..	752	
	United States,	150,000	..	150,000	150,000	691,000	3,042	
	Total,	309,000	..	309,000	309,000	691,000	1,002	3,042
	Total,	15,952,000	1,583,000	17,535,000	17,535,000	10,503,000	44,941	74,454

CLAP BOARDS,

ARTICLES.	QUANTITIES.			VALUE IN STERLING.			Average price fixed for the Value (if calculated officially.)
	COUNTRIES TO WHICH EXPORTED.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	TOTAL.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures		TOTAL.
	In British Vessels.	In Foreign Vessels.	Total.	feet.	feet.	feet.	£
DEALS, exceeding 9 feet long,	United Kingdom,	156,220,000	39,572,000	195,792,000	195,792,000	..	373,182
	Jersey,	130,000	..	130,000	130,000	..	234
	Nova Scotia,	294,000	..	294,000	294,000	..	528
	P. E. Island,	1,319,000	..	1,319,000	1,319,000	..	1,949
	Newfoundland,	588,000	..	588,000	588,000	..	1,024
	United States,	274,000	..	274,000	274,000	..	385
	Australia,	14,000	..	14,000	14,000	..	28
	Spain,	307,000	..	307,000	307,000	..	614
	Total,	159,146,000	39,572,000	198,718,000	198,718,000	..	377,944
	United Kingdom,	6,135,000	3,741,000	9,876,000	9,876,000	..	14,385
	Nova Scotia,	11,000	..	11,000	11,000	..	8
	P. E. Island,	38,000	..	38,000	38,000	..	46
	Newfoundland,	108,000	..	108,000	108,000	..	74
	United States,	10,000	..	10,000	10,000	..	12
Spain,	24,000	..	24,000	24,000	..	36	
Total,	6,320,000	3,741,000	10,061,000	10,061,000	..	14,561	
United States,	794	742	1,536	1,536	..	895	
Saint Pierre,	30	..	30	30	..	15	
Total,	824	742	1,566	1,566	..	910	
United Kingdom,	20	..	20	20	..	20	
Nova Scotia,	50	..	50	50	..	50	
United States,	..	68	68	68	..	68	
Total,	70	68	138	138	..	138	
United Kingdom,	611	44	655	655	..	150	
Nova Scotia,	2,313	..	2,313	2,313	..	501	
P. E. Island,	442	..	442	442	..	76	
Newfoundland,	127	..	127	127	..	39	
Barbadoes,	16	..	16	16	..	4	
Australia,	100	..	100	100	..	25	
British Guiana,	53	..	53	53	..	15	
United States,	7,346	14,652	21,998	21,998	4,180	1,568	
Spain,	10	..	10	10	..	2	
Total,	11,018	14,692	25,714	25,714	4,180	1,568	
Total,	15,952,000	1,583,000	17,535,000	17,535,000	10,503,000	44,941	74,454

DEALS, exceeding 9 feet long,

DEALS, not exceeding 9 feet long,

FIRE WOOD, including Cord Wood,

KNEES, Ship,

BATHS,

General Exports from the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES TO WHICH EXPORTED.		QUANTITIES.				VALUES IN STERLING.			
	Produce and Manufactures of the Colony.		In Foreign Vessels.		Total.		British, Foreign, and other Colonial Produce and Manufactures.		TOTAL.		Average price fixed for the value (if calculated officially).
LATHWOOD,	United Kingdom,	952	80	1,032	1,032	£	1,079	£	1,079	
	Jersey,	6	..	6	6	..	6	..	6	
	P. E. Island,	7	..	7	7	..	4	..	4	
	Total,	965	80	1,045	1,045	..	1,080	..	1,080	
OARS,	Jamaica,	no.	no.	no.	120	no.	15	no.	15	
	Total,	no.	no.	no.	120	no.	15	no.	15	
PICKETS,	United Kingdom,	pieces.	pieces.	59,873,000	59,873,000	pieces.	2,262	pieces.	2,262	
	Nova Scotia,	369,000	735,000	369,000	369,000	..	315	..	315	
	Newfoundland,	90,000	..	90,000	90,000	..	90	..	90	
	Australia,	9,000	..	9,000	9,000	..	5	..	5	
	Barbadoes,	1,000	..	1,000	1,000	..	1	..	1	
	Antigua,	8,000	..	8,000	8,000	..	8	..	8	
	British Guiana,	8,000	..	8,000	8,000	..	8	..	8	
	United States,	1,304,000	1,947,000	3,251,000	128,000	3,379,000	2,106	292	2,398	
	Spain,	4,000	6,000	5,000	..	5,000	5	..	5	
	Cuba & Porto Rico	5,000	..	5,000	..	5,000	5	..	5	
	Total,	60,936,000	2,683,000	63,619,000	128,000	63,747,000	4,895	292	5,097	
SHOOKS, Box and Hoghead,	Antigua,	no.	no.	no.	26	no.	26	no.	26	
	Barbadoes,	220	..	220	..	..	10	..	10	
	United States,	37,600	..	37,600	..	..	120	..	120	
	Total,	66,606	19,295	85,901	5,000	90,901	2,015	..	2,015	
SASH, Door and Window Stuff,	United States,	104,452	19,295	123,747	5,000	128,747	12,532	500	13,032	
	Total,	100,000	..	100,000	632,000	732,000	815	2,683	3,498	

ARTICLES.	COUNTRIES TO WHICH EXPORTED.		QUANTITIES.				VALUES IN STERLING.				
	Produce and Manufactures of the Colony.		In Foreign Vessels.		Total.		British, Foreign, and other Colonial Produce and Manufactures.		TOTAL.		Average price fixed for the value (if calculated officially).
STAVES,	United Kingdom,	no.	no.	no.	no.	no.	no.	no.	no.	no.	4
	Nova Scotia,	2,000	..	2,000	..	..	2	..	2	..	2
	Newfoundland,	46,000	..	46,000	..	..	87	..	87	..	87
	Barbadoes,	3,480	..	3,480	..	..	12	..	12	..	12
	United States,	6,000	..	6,000	..	..	9	..	9	..	9
	Total,	60,480	..	60,480	..	..	114	..	114	..	114
	Nova Scotia,	5,142	..	5,142	..	..	170	..	170	..	170
	United States,	5,080	..	5,080	..	..	212	..	212	..	212
	Total,	10,222	..	10,222	..	..	391	..	391	..	391
	SHINGLES,	Nova Scotia,	m.	m.	m.	m.	m.	m.	m.	m.	m.	4,340
P. E. Island,		13,168	..	13,168	..	..	1,118	..	1,118	..	1,118
Newfoundland,		5,626	..	5,626	..	..	2,569	..	2,569	..	2,569
Barbadoes,		11,571	..	11,571	..	..	862	..	862	..	862
Antigua,		3,104	..	3,104	..	..	29	..	29	..	29
Jamaica,		31	..	31	..	..	60	..	60	..	60
Trinidad,		151	..	151	..	..	40	..	40	..	40
United States,		935	..	935	..	..	992	..	992	..	992
Saint Pierre,		1,093	..	1,093	..	..	253	..	253	..	253
Saint Thomas,		80	..	80	..	..	20	..	20	..	20
Cuba & Porto Rico	88	..	88	..	..	30	..	30	..	30	
	Total,	35,860	400	36,260	12,920	49,180	11,319	10,024	20,343	..	20,343
SPARS and MASTS,	United Kingdom,	no.	no.	no.	no.	no.	no.	no.	no.	no.	1,332
	Newfoundland,	2,065	..	2,065	..	..	43	..	43	..	43
	Barbadoes,	52	..	52	..	..	3	..	3	..	3
	Spain,	1,357	..	1,357	..	..	427	..	427	..	427
	United States,	..	1,250	1,250	..	..	129	..	129	..	129
	Total,	3,729	2,723	6,452	..	6,452	2,066	..	2,066	..	2,066
TRENNAILS,	United Kingdom,	19,000	..	19,000	..	..	30	..	30	..	30

General Exports from the Province of New Brunswick in the Year 1858.—Continued.

ARTICLES.	COUNTRIES TO WHICH EXPORTED.	QUANTITIES.				VALUE IN STERLING.				Average price fixed for the Value (if calculated officially.)
		Produce and Manufactures of the Colony.		British, Foreign, and other Colonial Produce and Manufactures.		Produce and Manufactures of the Colony.		British, Foreign, and other Colonial Produce and Manufactures.		
		In British Vessels.	In Foreign Vessels.	Total.	tons. †	tons.	£	£	TOTAL.	
TIMBER, Birch,	United Kingdom,	12,952	468	13,420	13,420	14,786	14,786	14,786	14,786	122
	Nova Scotia,	..	108	108	108	..	122	122	122	70
	Newfoundland,	..	..	..	..	..	70	70	70	33
	Spain,	..	65	65	65	..	73	73	73	73
	Total,	13,091	641	13,732	13,732	15,084	15,084	15,084	15,084	..
TIMBER, Spruce,	United Kingdom,	332	..	332	332	301	301	301	301	10
	United States,	20	..	20	20	10	10	10	10	9
	Saint Pierre,	0	..	0	0	9	9	9	9	..
	Total,	361	..	361	361	320	320	320	320	..
TIMBER, Pine,	United Kingdom,	60,789	145	60,934	8,430	80,424	11,801	92,225	92,225	10
	Canada,	12	..	12	..	10	..	10	10	807
	Australia,	..	4	4	575	..	807	807	807	14
	Nova Scotia,	..	..	..	2	0	8	8	8	150
	P. E. Island,	190	..	190	..	150	..	150	150	60
	Newfoundland,	51	..	51	..	60	..	60	60	984
	Spain,	25	678	703	..	984	..	984	984	400
	United States,	241	..	241	311	237	..	237	237	..
	Total,	61,308	827	62,135	9,318	81,871	13,025	94,896	94,896	..
	United Kingdom,	334	..	334	..	310	..	310	310	52
United States,	..	10	10	..	52	..	52	52	..	
Total,	334	10	344	..	362	..	362	362	..	
SEEDS,	Nova Scotia,	..	..	..	..	..	..	..	..	10
	United States,	..	36	36	..	10	..	10	10	10
	Total,	..	36	36	..	10	..	10	10	26

Miscellaneous Articles,	packages				packages				packages						
	United Kingdom,	Nova Scotia,	P. E. Island,	Newfoundland,	United States,	Canada,	Barbadoes,	Total,	United Kingdom,	Nova Scotia,	P. E. Island,	Newfoundland,	United States,	Canada,	Barbadoes,	Total,
..	47	39	18	2	104	20	3	233	2	49	23	72	98	24	192
..	..	..	..	..	..	..	..	..	39	39	51	90	65	205	270
..	..	..	..	..	..	..	..	..	18	18	5	23	9	41	50
..	..	..	..	..	..	..	..	..	2	2	..	2	4	..	4
..	104	20	..	..	114	20	..	134	114	20	..	134	232	125	357
..	3	..	..	..	8	..	..	11	8	..	..	8	125	..	125
Total,	233	..	..	..	245	..	..	344	245	99	..	344	538	395	933

The Exports from Campbellton and Caraquet are not included in the foregoing Account, as the Returns from these Ports could not be procured. The values, however, would be small, probably about £6,000 sterling.

The total value of Exports from New Brunswick in 1855 was £826,381 sterling; in 1856, £1,073,351 sterling; in 1857, £917,775 sterling, which with £6,000, the estimated amount for Caraquet, made the sum of £923,775 sterling; and in 1858, £810,779, which with £6,000 sterling, the estimated amount for Campbellton and Caraquet, make the sum of £816,779 sterling.

Custom House, Saint John, N. B., 9th April, 1859.

WM. SMITH, Controller, &c.

Number, Tonnage and Crews of Vessels Entered at all the Ports in the

Table with columns: COUNTRIES, BRITISH (WITH CARGOES, IN BALLAST, TOTAL), FOREIGN (WITH CARGOES). Rows include United Kingdom, British Possessions, Canada, Newfoundland, etc.

Number, Tonnage, and Crews of Vessels Cleared at all the Ports in the

Table with columns: COUNTRIES, BRITISH (WITH CARGOES, IN BALLAST, TOTAL), FOREIGN (WITH CARGOES). Rows include United Kingdom, British Possessions, Australia, Canada, etc.

Colony of New Brunswick, from each Country, in the Year 1858.

Table with columns: FOREIGN (IN BALLAST, TOTAL), TOTAL (WITH CARGOES, IN BALLAST, TOTAL). Rows include various countries and their respective vessel counts, tonnage, and crew sizes.

Colony of New Brunswick, for each Country, in the Year 1858.

Table with columns: FOREIGN (IN BALLAST, TOTAL), TOTAL (WITH CARGOES, IN BALLAST, TOTAL). Rows include various countries and their respective vessel counts, tonnage, and crew sizes.

Number, Tonnage, and Crews of Vessels Entered at each Port

PORTS.	BRITISH.									FOREIGN.		
	WITH CARGOES.			IN BALLAST.			TOTAL.			WITH CARGOES.		
	Vessels	Tons	Crews	Vessels	Tons	Crews	Vessels	Tons	Crews	Vessels	Tons	Crews
Saint John,	1,074	149,764	6,466	337	103,854	3,227	1,411	253,528	9,693	149	65,009	2,112
Campbellton,	21	1,141	87	...	...	...	21	1,141	87	...	...	...
Dalhousie,	51	7,139	543	22	3,774	151	73	10,913	694	1	104	4
Bathurst,	40	5,066	254	39	4,855	234	79	9,921	488	...	...	...
Shippegan,	14	1,217	80	15	720	60	29	1,937	140	...	...	...
Newcastle,	42	7,073	285	48	15,176	485	90	22,249	770	4	1,246	37
Chatham,	105	9,767	740	28	5,732	219	133	15,499	959	1	989	40
Richibucto,	49	3,805	248	35	6,249	256	84	10,054	504	3	121	5
Buctonche,	7	1,638	61	15	3,002	116	22	4,640	177	...	...	...
Shediac,	63	5,527	378	67	10,479	662	130	16,006	1,040	...	...	...
North Joggins,	5	377	27	...	...	...	5	377	27	...	...	...
Sackville,	19	1,174	82	2	190	12	21	1,364	94	...	...	...
Dorchester,	5	488	27	1	79	5	6	567	32	...	...	...
Moncton,	19	1,384	85	...	...	...	19	1,384	85	...	...	...
Hillsborough,	11	1,024	57	17	1,626	87	28	2,650	144	2	144	7
Harvey,	6	367	26	8	695	37	14	1,062	63	2	138	8
Saint George,	42	814	87	17	3,079	92	59	3,893	175	12	1,442	53
Saint Stephen,	8	819	36	10	2,568	89	18	3,387	125	5	601	23
Saint Andrews,	133	6,871	377	...	...	...	133	6,871	377	224	21,237	465
Welchpool,	2	1,120	28	1	120	7	3	1,240	35	1	26	2
Total,	1,716	206,485	9,974	662	162,198	5,739	2,378	368,683	15,713	404	91,077	2,756

Number, Tonnage, and Crews of Vessels Cleared at each Port

Saint John,	1,136	203,764	7,668	320	55,587	2,346	1,456	259,351	10,014	216	110,658	3,228
Campbellton,	5	225	19	7	474	34	12	699	53	...	...	...
Dalhousie,	40	7,491	346	23	2,780	295	63	10,271	641	3	756	24
Bathurst,	65	10,553	471	18	935	63	83	11,488	534	...	...	...
Shippegan,	27	1,872	138	3	128	16	30	2,000	154	...	...	...
Newcastle,	92	24,872	812	5	192	16	97	25,064	828	24	9,441	301
Chatham,	98	15,031	745	21	1,620	148	119	16,651	893	15	6,317	195
Richibucto,	58	11,504	398	12	598	50	70	12,102	448	10	3,449	114
Buctonche,	29	4,993	205	...	...	...	29	4,993	205	3	899	30
Shediac,	56	8,427	383	73	9,790	571	129	18,217	954	14	5,631	161
North Joggins,	8	601	45	...	...	...	8	601	45	1	144	5
Sackville,	16	1,235	79	2	80	6	18	1,315	85	1	27	2
Dorchester,	14	1,899	94	...	...	...	14	1,899	94	1	144	6
Moncton,	3	314	15	3	121	9	6	438	24	...	...	...
Hillsborough,	76	8,058	411	...	...	...	76	8,058	411	24	3,294	95
Harvey,	16	1,069	66	...	...	...	16	1,069	66	10	1,127	47
Saint George,	47	5,831	232	32	520	64	79	6,351	296	65	17,603	478
Saint Stephen,	21	7,246	227	3	123	9	24	7,369	236	25	8,625	222
Saint Andrews,	25	2,566	132	54	1,583	111	79	4,149	243	9	2,990	88
Welchpool,	1	120	7	1	392	13	2	512	20	1	26	2
Total,	1,833	317,671	12,493	577	74,926	3,751	2,410	392,597	16,244	422	171,131	4,998

NOTE.—This Return shows the relative amount of Tonnage cleared at each Port in New Brunswick, except Caraquet. At the Port of Saint John there were four Passenger Steamers trading during the business portion of the year, two of them large Steamers, and as they are entered in the Accounts each time they clear, it makes the Tonnage cleared appear large.

in the Colony of New Brunswick, in the Year 1858.

PORTS.	FOREIGN.						TOTAL.								
	IN BALLAST.			TOTAL.			WITH CARGOES.			IN BALLAST.			TOTAL.		
	Vessels	Tons	Crews	Vessels	Tons	Crews	Vessels	Tons	Crews	Vessels	Tons	Crews	Vessels	Tons	Crews
Saint John,	91	48,240	1,163	240	113,249	3,275	1,223	214,683	8,578	428	152,094	4,390	1,651	366,777	12,968
Campbellton,	...	...	...	...	...	...	21	1,141	87	...	...	...	21	1,141	87
Dalhousie,	4	892	55	5	996	59	52	7,243	547	26	4,666	206	78	11,909	753
Bathurst,	...	...	...	...	...	...	40	5,066	254	39	4,855	234	79	9,921	488
Shippegan,	...	...	...	...	...	...	14	1,217	80	15	720	60	29	1,937	140
Newcastle,	21	8,311	262	25	9,557	299	46	8,319	322	69	23,487	747	115	31,806	1,069
Chatham,	13	5,778	175	16	6,767	215	108	10,756	780	41	11,510	394	149	22,266	1,174
Richibucto,	10	3,449	110	11	3,570	115	50	3,926	253	45	9,698	366	95	13,624	619
Buctonche,	3	899	30	3	899	30	7	1,638	61	18	3,901	146	25	5,539	207
Shediac,	14	5,631	166	14	5,631	166	63	5,527	378	81	16,110	828	144	21,637	1,206
North Joggins,	...	...	...	...	...	...	5	377	27	...	...	...	5	377	27
Sackville,	...	...	...	...	...	...	19	1,174	82	2	190	12	21	1,364	94
Dorchester,	...	...	...	...	...	...	5	488	27	1	79	5	6	567	32
Moncton,	...	...	...	...	...	...	19	1,384	85	...	...	...	19	1,384	85
Hillsborough,	18	2,354	87	20	2,498	94	13	1,168	64	35	3,980	174	49	5,148	238
Harvey,	6	717	31	8	855	39	8	505	34	14	1,412	68	22	1,917	102
Saint George,	50	15,509	399	62	16,951	452	54	2,256	140	67	18,588	491	121	20,844	631
Saint Stephen,	26	8,988	244	31	3,589	267	13	1,420	59	36	11,556	333	49	12,976	392
Saint Andrews,	105	12,566	265	329	33,823	730	357	28,128	842	105	12,556	265	462	40,694	1,107
Welchpool,	3	379	12	4	405	14	3	1,146	30	4	499	19	7	1,645	49
Total,	364	113,713	2,999	768	204,790	5,755	2,120	297,562	12,730	1,026	275,911	8,738	3,146	573,473	21,468

in the Colony of New Brunswick, in the Year 1858.

Saint John,	15	2,239	88	231	112,897	3,316	1,352	314,422	10,896	335	57,826	2,434	1,687	372,248	13,330
Campbellton,	...	...	...	...	...	...	5	225	19	7	474	34	12	699	53
Dalhousie,	...	...	...	3	756	24	43	8,247	370	23	2,780	295	66	11,027	665
Bathurst,	...	...	...	...	...	...	65	10,553	471	18	935	63	83	11,488	534
Shippegan,	...	...	...	...	...	...	27	1,872	138	3	128	16	30	2,000	154
Newcastle,	1	116	4	25	9,557	305	116	31,313	1,113	6	308	20	122	34,621	1,133
Chatham,	...	...	...	15	6,317	195	113	21,348	940	21	1,620	148	134	22,968	1,088
Richibucto,	1	121	5	11	3,570	119	68	14,953	512	13	719	55	81	15,672	567
Buctonche,	...	...	...	3	899	30	32	5,892	235	...	...	...	32	5,892	235
Shediac,	...	...	...	14	5,631	161	70	14,058	544	73	9,790	571	143	23,848	1,115
North Joggins,	...	...	...	1	144	5	9	745	50	...	...	...	9	745	50
Sackville,	...	...	...	1	27	2	17	1,262	81	2	80	6	19	1,342	87
Dorchester,	...	...	...	1	141	6	15	2,043	100	...	...	...	15	2,043	100
Moncton,	...	...	...	...	...	...	3	314	15	3	124	9	6	458	24
Hillsborough,	...	...	...	24	3,294	95	100	11,352	506	...	...	...	100	11,352	506
Harvey,	...	...	...	10	1,127	47	26	2,196	113	...	...	...	26	2,196	113
Saint George,	...	...	...	65	17,603	478	112	23,434	710	32	520	64	144	23,954	774
Saint Stephen,	4	469	18	29	9,094	240	46	15,871	449	7	592	27	53	16,463	476
Saint Andrews,	301	30,105	605	310	33,095	693	34	5,556	220	355	31,688	716	389	37,244	936
Welchpool,	3	379	12	4	405	14	2	146	9	4	771	25	6	917	34

Number, Tonnage and Crews of Vessel of each Nation Entered and Cleared at all the Ports in New Brunswick in the Year 1857.

NATIONALITY OF VESSELS.	ENTERED.						CLEARED.											
	WITH CARGOES.			IN BALLAST.			TOTAL.			WITH CARGOES.			IN BALLAST.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British, viz:	72	35,104	1,148	131	52,577	1,690	203	87,081	2,838	208	89,518	1,849	1	138	8	209	89,656	2,857
United Kingdom,	1,638	171,093	8,809	532	110,071	4,061	2,170	281,164	12,870	1,623	227,696	9,630	577	74,890	3,745	2,200	302,586	13,375
Colonial,	405	89,691	2,711	297	87,469	2,169	702	177,160	4,880	353	144,469	4,145	324	33,327	730	677	177,796	4,875
American, (U. S.)	1	141	10	1	238	12	2	379	22	2	379	22	...	...	...	2	379	22
French,	1	512	16	13	4,431	156	14	4,943	172	14	4,943	172	...	...	...	14	4,943	172
Prussian,	2	685	22	49	19,545	605	51	20,230	627	51	19,881	615	...	...	...	51	19,881	615
Norwegian,	...	...	...	1	785	23	1	785	23	1	785	22	...	...	...	1	785	22
Free Towns, viz:	...	...	...	1	590	13	2	926	27	2	926	27	...	...	...	2	926	27
Hamburg,	...	...	...	1	205	9	1	205	9	1	205	9	...	...	...	1	205	9
Russian,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mecklenburg,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total,	2,120	297,562	12,730	1,026	275,911	8,738	3,146	573,473	21,468	2,255	488,802	17,491	902	108,355	4,483	3,157	597,157	21,974

NOTE.—It will be seen by the foregoing Return, that of the Vessels belonging to Foreign Europe, those belonging to Norway have secured the largest share of the carrying trade of this Colony. At Saint John the carrying trade as regards Foreign Vessels has been secured principally by United States Shipping. The amount of American Tonnage clearing from this Province appears by this account to be much larger than it really is, owing to the weekly visits to Saint John of two American Steamers, which run between that Port and Boston during the greater portion of the year, as also the daily visits of a small American Steamer which runs to Saint Andrews from Eastport, U. S., nearly all the year.

Custom House, Saint John, N. B., 9th April, 1859.

WM. SMITH, Controller, &c.

AN ACCOUNT OF ALL THE NEW VESSELS REGISTERED IN NEW BRUNSWICK IN THE YEAR 1858.

Shewing the Rig, Tonnage, Places of Building, Builders' Names, and whether Surveyed for Classification at Lloyd's; also an Account of New Vessels built in New Brunswick for Owners in the United Kingdom, which were not Registered here, but proceeded to the United Kingdom under Governor's Pass.

PORT OF SAINT JOHN, NEW BRUNSWICK.

VESSELS' NAMES.	RIG.	Tons Register.	WHERE BUILT.	BUILDERS.	Remarks as to description of Vessel for Classification.
Falmes,	.. Barque,	264	Saint John, N. B.	James Thomas Smith,	Classed at Lloyd's 6 A 1.
Merlan,	.. Ship,	1,186	Carlston, Saint John, N. B.	Thompson & Steekhouse,	Do. 7 A 1.
Tormentor,	.. Schooner,	9	Djpper Harbour, N. B.	John McLellan,	Not surveyed by Lloyd's.
Cassina,	.. Barque,	264	Saint John, N. B.	John M. Jenkins,	Classed at Lloyd's 7 A 1.
Admiral,	.. Woodboat,	88	Gagetown, N. B.	Thomas Crothers,	Not surveyed by Lloyd's.
Champion,	.. Schooner,	10	Lepreux, N. B.	Peter Cassidy,	Do. do.
Havlock,	.. Ship,	100	Sackville, N. B.	Henry Parry,	Do. do.
Jessie Brown,	.. Brigantine,	698	Sand Point, Co. Saint John, N. B.	George King,	Classed at Lloyd's 7 A 1.
Catharine,	.. Schooner,	215	Dorchester, N. B.	Gideon Palmer,	Not surveyed by Lloyd's.
Alligator,	.. Ship,	1,199	Saint John, N. B.	William Yall,	Do. do.
Chrysolite,	.. Ship,	330	Parraborough, N. S.	Nevins & Irving,	Classed at Lloyd's 7 A 1.
Pielader,	.. Brig.	861	Saint Martins, N. B.	David Knowlton,	Not surveyed by Lloyd's.
Kales,	.. Ship,	168	Moncton, N. B.	Henry Smith,	Do. do.
Linwood,	.. Brigantine,	168	Saint Martins, N. B.	Abner Jones & G. M. Chandler,	Surveyed to class 7 A 1 at Lloyd's.
Saccus,	.. Schooner,	107	Sackville, N. B.	Samuel Carson,	Not surveyed by Lloyd's.
Veteran,	.. Ship,	1,236	Do.	Samuel F. Black,	Do. do.
Brother's Pride,	.. Woodboat,	96	Springfield, N. B.	C. Houltenhouse,	Classed at Lloyd's 7 A.
Highlander,	.. Brigantine,	114	Little River, Saint John, N. B.	Walter Murray,	Not surveyed by Lloyd's.
Sir Colin,	.. Barque,	321	Do.	J. Maxwell & A. Donaldson,	Do. do.
Flying Fish,	.. Schooner,	15	Saint Martins, N. B.	Rainie & Danlop,	Classed at Lloyd's 7 A 1.
Traveller,	.. Schooner,	78	Clifton, King's County, N. R.	David Bradshaw,	Not surveyed by Lloyd's.
Clifton,	.. Woodboat,	1,089	Saint John, N. B.	Justus S. Wetmore,	Do. do.
Flying Cloud,	.. Ship,	181	Moncton, N. B.	James Waddell,	Not surveyed by Lloyd's.
Jessamine,	.. Brigantine,	69	Wahadamae, N. B.	Thomas McWilliams,	Classed at Lloyd's 7 A.
Charlotte Bennett,	.. Woodboat,	82	Moncton, N. B.	John Bennett,	Built to class 7 A 1 at Lloyd's.
Lady Havlock,	.. Brigantine,	89	Indian Town, Co. Saint John, N. B.	Thomas Hetherington,	Not surveyed by Lloyd's.
Advance,	.. Schooner,	89	Do.	John Douglas,	Classed at Lloyd's 7 A.
Northern Light,	.. Schooner,	79	Do.	Joseph Rowan,	Not surveyed by Lloyd's.
Southern Cross,	.. Schooner,	531	Grand Bay, Co. Saint John, N. B.	J. Rowan, J. Corrigan, W. Heaus, and J. Crozier,	Do. do.
Crauston,	.. Woodboat,	84	Long Reach, N. B.	Brown & Anderson,	Surveyed to class at Lloyd's 7 A 1.
Strocco,	.. Brigantine,	167	Granville, N. S.	David G. Williams,	Not surveyed by Lloyd's.
Evergreen,	.. Ship,	1,243	Portland, Saint John, N. B.	Jacob V. Troop,	Do. do.
Labrador,	.. Woodboat,	91	Grand Lake, N. B.	F. & J. Ruddick,	Classed at Lloyd's 7 A 1.
Liberal,	.. Schooner,	83	Hillborough, N. B.	Alexander McAlawrey,	Not surveyed by Lloyd's.
G. F. Williams,	.. Woodboat,	90	Grand Lake, N. B.	Henry Fowler,	Do. do.
Express,	.. Woodboat,			Alexander McAlawrey,	Do. do.

An Account of all the New Vessels Registered in New Brunswick in the Year 1858.—Continued.

PORT OF SAINT JOHN, N. B.—Continued.

VESSELS' NAMES.	RIG.	Tons Register.	WHERE BUILT.	BUILDERS.	Remarks as to description of Vessel for Classification.
Globe,	.. Woodboat,	69	Cambridge, N. B.	John S. Coes,	Not surveyed by Lloyd's.
Helen Bryson,	.. Do.	95	Oromocto, N. B.	Robert Bryson,	do.
Clyde,	.. Schooner,	62	Tidnish, N. B.	Hugh Davidson,	do.
Circé,	.. Schooner,	23	Portland, N. B.	William Smith & Charles Haws,	do.
Opray,	.. Woodboat,	85	Grand Lake, N. B.	S. and W. Milroy,	do.
Pilgrim,	.. Do.	91	Cambridge, N. B.	A. M. Gunter,	do.
Tyne,	.. Brigantine,	197	Tynemouth, N. B.	John S. Parker,	do.
Frederick,	.. Barque,	247	Sackville, N. B.	William Boultonhouse,	do.
Total Registered at Saint John, 44 Vessels; 12,154 tons.					

Vessels which proceeded to the United Kingdom from Saint John under Governor's Pass, without being registered, during 1858.

Alert,	.. Brig.	241	Saint John, N. B.	Thomas Hillyard,	Classed at Lloyd's 7 A. I.
Fame,	.. Do.	218	Do.	Do.	do.
Arncliffe,	.. Ship,	1,090	Do.	John M'Donald,	do.
Myzantha, afterwards called Blise Jacket,	.. Do.	986	Carleton, Saint John, N. B.	M. Jachlan & Stackhouse,	do.
Morce,	.. Do.	1,075	Saint John,	Arthur M'Donald,	do.

Total, 5 Vessels; 3,610 tons.

PORT OF SAINT ANDREWS, NEW BRUNSWICK.

Agate,	.. Schooner,	12	Grand Manan, N. B.	Charles Lemuel Appleby,	Not surveyed by Lloyd's.
Guide,	.. Do.	18	Do.	Joel Ingersoll,	do.
Frank,	.. Do.	18	Deer Island, N. B.	George Fountain,	do.
Georgianna,	.. Do.	97	Chamcook, N. B.	Benjamin Bradford,	do.
Nelson,	.. Ship,	943	Saint George, N. B.	Lachlan Cameron,	do.
Alert,	.. Schooner,	10	Saint Patrick, N. B.	Charles Chipman,	do.
Juniate,	.. Sloop,	19	Do.	A. W. Fisher,	do.

Total Registered at Saint Andrews, 7 Vessels; 1,117 tons.

An Account of all the New Vessels Registered in New Brunswick in the Year 1858.—Continued.

PORT OF MIRAMICHI, NEW BRUNSWICK.

VESSELS' NAMES.	RIG.	Tons Register.	WHERE BUILT.	BUILDERS.	Remarks as to description of Vessel for Classification.
Anson's Lyle,	.. Brigantine,	191	Miramichi, N. B.	John Hays, Junior,	Classed at Lloyd's 7 A.
Chicotee,	.. Ship,	1,894	Richibucto, N. B.	George Laas,	Not surveyed by Lloyd's in N. B.
Ocean Home,	.. Do.	596	Miramichi, N. B.	John Harley,	Classed at Lloyd's 7 A.
Express,	.. Schooner,	15	Do.	James Wall,	Not surveyed by Lloyd's in N. B.
Venilla,	.. Ship,	594	Do.	Arthur Gibbs,	Classed at Lloyd's 7 A 1.
Adelaide,	.. Brigantine,	193	Richibucto, N. B.	John Hall & Company,	Surveyed with a view to class 3 A at Lloyd's.
Impulse,	.. Barque,	550	Miramichi, N. B.	John Hays, Junior,	Classed at Lloyd's 7 A.
Great Northern,	.. Ship,	1,192	Do.	Elijah Parsons,	Surveyed with a view to class 7 A at Lloyd's.
Cyela,	.. Do.	567	Do.	Henderson & Sinclair,	Classed at Lloyd's 7 A.
Alert,	.. Schooner,	20	Bucteche, N. B.	John W. Powell,	Not surveyed by Lloyd's.
Equity,	.. Barque,	615	Richibucto, N. B.	J. & T. Jardine,	Surveyed to class at Lloyd's 4 A.
Guyon,	.. Do.	688	Bathurst, N. B.	John Ferguson,	Classed at Lloyd's 7 A.
Dashing Wave,	.. Brig.	220	Do.	John R. O'Brian,	Do.
Vajid,	.. Do.	214	Miramichi, N. B.	George J. Parker,	Do.
Maid of Judah,	.. Brigantine,	104	Richibucto, N. B.	Daniel White & Company,	Classed at Lloyd's 7 A 1.
Evangeline,	.. Brig.	200	Bathurst, N. B.	George Smith,	Classed at Lloyd's 7 A.
Fleming's,	.. Barque,	557	Richibucto, N. B.	John Sutherland,	Surveyed to class at Lloyd's 7 A.
Star of the Sea,	.. Do.	550	Bathurst, N. B.	John Mehan,	Classed at Lloyd's 7 A.
Belmore,	.. Do.	588	Miramichi, N. B.	Elijah Parsons,	Do.

Total Registered at Miramichi, 19 Vessels; 9,388 tons.

AN ACCOUNT OF VESSELS NOW BUILDING IN NEW BRUNSWICK, SO FAR AS CAN BE ASCERTAINED, Shewing their probable Rig, Tonnage, Places of Building, Builders' Names, and whether building for Classification at Lloyd's.

Probable Rig.	Probable Register Tonnage.	PLACE OF BUILDING.	BUILDERS' NAMES.	HOW FAR ADVANCED.	Whether building for Classification at Lloyd's.
Ship.	900	Carleton, Saint John,	J. Thompson.	Nearly finished.	Intended to class 7 A 1.
Do.	1,050	Do.	Thompson & Stackhouse,	Three fourths finished,	Do.
Do.	1,100	Do.	M'Lachlan & Stackhouse,	Seven eighths finished,	Do.
Do.	1,100	Do.	Do.	Framed.	Do.
Barque,	800	Lancaster, County of Saint John,	A. Sims & Son,	One third framed,	Intended to class 4 A 1.
Ship.	300	Saint John,	William Fotts & Son,	Two thirds finished,	Intended to class 7 A 1.
Do.	1,200	Do.	McMorran & Dunn,	Finished,	Do.
Do.	1,050	Do.	Do.	Framed,	Do.
Do.	1,250	Do.	Gass, Stewart & Company,	Half finished,	Do.
Do.	700	Do.	Do.	One eighth finished,	Do.
Do.	750	Do.	John McDonald,	Framed,	Do.
Do.	1,250	Portland, Saint John,	F. & J. Ruddock,	Half finished,	Do.
Do.	1,150	Saint John,	Nevins & Irving,	Do.	Do.
Do.	600	Do.	James T. Smith,	Seven eighths finished,	Do.
Do.	1,050	Kennebecasis, Saint John, Co.	Thomas F. Millidge,	Do.	Do.
Do.	1,000	Sand Point, Saint John,	George King,	Framed,	Do.
Do.	1,075	Portland, Saint John,	Arthur McDonald,	Do.	Do.
Do.	1,500	Do.	D. & G. Roberts,	Do.	Do.
Do.	1,000	Saint John County,	Lawton & Smith,	Three fourths finished,	Do.
Schooner,	130	Indian Town, St. John County,	George Travis,	Half finished,	Do.
Do.	90	Do.	Do.	Do.	Do.
Brigantine,	200	Grand Bay, Saint John County,	Brown & Anderson,	Do.	Do.
Brig.	1,000	Moncton,	M. Harris,	Do.	Do.
Ship.	1,000	Do.	George Salter,	Half framed,	Do.
Do.	1,000	Do.	M. Cochrane,	Do.	Do.
Barque,	700	Sackville,	Messrs. Boultonhouse,	Do.	Do.
Ship.	500	Do.	Messrs. McAfee & Company,	Do.	Do.
Do.	950	Quaco,	J. Bradshaw,	Seven eighths finished,	Intended to class 4 A 1.
Do.	1,050	Do.	Moran & Master,	Do.	Do.
Brig.	200	Do.	J. Carson,	Framed,	Do.
Do.	200	Do.	G. N. Robinson,	Finished,	Not under Lloyd's survey.
Barque,	450	Hopewell,	— Betts,	Three fourths finished,	Intended to class 4 A 1.
Brigantine,	200	Clifton,	— Fiewelling,	Framed,	Not under Lloyd's survey.
Do.	200	Hopewell,	W. H. Bennett,	One fourth built,	Do.
Brig.	250	Do.	Do.	Half finished,	Do.
Brigantine,	200	Quaco,	Not known,	Framed,	Do.
Do.	200	Do.	Do.	Do.	Do.
Do.	200	Do.	Do.	Do.	Do.
Brig.	200	Shediac,	Steves Brothers,	Nearly completed, launch in May,	Intended to class 7 A.
Ship.	1,000	Cosaguac,	D. Robertson,	Nearly completed,	Do.
Barque,	600	Richibucto,	T. & J. Jardine,	Nearly finished,	Intended to class 7 A 1.
Do.	600	Do.	Do.	Will launch this year.	Do.
Ship.	1,250	Do.	Assignees of Holderness & McLeod,	Inside nearly complete, outside partly planked,	Do.

An Account of Vessels now Building in New Brunswick, so far as can be ascertained.—Continued.

Probable Rig.	Probable Register Tonnage.	PLACE OF BUILDING.	BUILDERS' NAMES.	HOW FAR ADVANCED.	Whether building for Classification at Lloyd's.
Ship.	1,000	Richibucto,	L. P. W. Debrissy,	Inside nearly complete, outside partly planked,	Intended to class 7 A 1.
Brigantine,	150	Do.	D. Munnell,	Partly planked,	Do.
Brig.	200	Do.	R. Brown,	Do.	Do.
Brigantine,	180	Kouchibouguac,	W. S. Cate,	In frame, partly planked,	Do.
Ship.	600	Miramichi,	W. J. Fraser & Company,	Inside nearly completed, outside being planked,	Do.
Do.	900	Do.	W. Muirhead,	Do.	Do.
Brig.	200	Do.	Do.	Do.	Do.
Schooner,	130	Do.	Gilmour, Rankin & Company,	In frame, partly planked,	Do.
Barque,	330	Do.	Do.	Nearly complete,	Not under Lloyd's survey.
Ship.	850	Do.	Do.	In frame, partly planked outside,	Intended to class 7 A 1.
Do.	750	Do.	Do.	Nearly in frame,	Do.
Brigantine,	200	Do.	John Haws & Company,	Nearly ready for launching,	Intended to class 7 A 1.
Ship.	1,050	Do.	Do.	Do.	Do.
Do.	1,350	Do.	Do.	In frame, nearly planked inside, being planked outside,	Do.
Do.	820	Do.	Do.	Do.	Do.
Brigantine,	130	Negusac,	George Letson,	In frame, nearly planked,	Intended to class 7 A 1.
Do.	150	Shippagan,	W. Frising & Company,	In frame, nearly planked,	Do.
Barque,	600	Bathurst,	G. & A. Smith,	In frame,	Do.
Brig.	220	Do.	Do.	Framing,	Do.
Do.	220	Do.	Do.	Do.	Do.
Schooner,	100	Do.	John Meahan,	Nearly ready for sea,	Coaster, not under survey.
Do.	100	Do.	Ferguson, Rankin & Company,	Do.	Do.
Do.	90	Do.	Thomas Miller,	Half finished,	Do.
Do.	150	Restigouche,	Armstrong & Smith,	Nearly ready for sea,	Not under Lloyd's survey.
Ship.	350	Do.	G. Datch,	Nearly finished,	Intended to class 6 A 1.
Do.	350	Do.	G. Moffat,	Do.	Do.

The following Vessels have been recently Launched, but were not included in the List of New Vessels registered, &c. up to 31st Dec. 1858.

Probable Rig.	Probable Register Tonnage.	PLACE OF BUILDING.	BUILDERS' NAMES.	HOW FAR ADVANCED.	Whether building for Classification at Lloyd's.
Barque,	400	Saint John,	J. J. Tucker,	Launched but not rigged,	Intended to class 7 A 1.
Ship.	700	Carleton, Saint John,	William Olive,	Sailed for England,	Do.
Do.	1,200	Saint John,	James Smith,	Launched but not rigged,	Do.
Do.	1,000	Do.	Thomas Hilyard,	Sailed for England,	Do.
Do.	900	Carleton, Saint John,	William Olive,	Launched and nearly ready for sea,	Do.
Brigantine,	200	County of Saint John,	M. Thompson,	Do.	Do.
Schooner,	200	Carleton, Saint John,	Thompson & Stackhouse,	Nearly ready for sea,	Not under Lloyd's survey, for Government service.

SUMMARY.

Launched or likely to be launched in 1859,	Vessels,	66	Tons,	35,485
Will probably remain on Stocks until 1860,	..	9	..	6,070
Total,	..	75	..	42,155

Abstract of New Vessels registered, and built for Owners in the United Kingdom without being registered, in the Province of New Brunswick, during 1858.

	Number of Vessels.	Tons.
PORT OF SAINT JOHN.		
New Vessels registered,	44	12,154
Built for Owners in the United Kingdom,	5	3,610
Total for the Port of Saint John,	49	15,764
MIRAMICHI.		
New Vessels registered,	19	9,382
SAINT ANDREWS.		
New Vessels registered,	7	1,117
Total for New Brunswick in 1858,	75	26,263
Total for New Brunswick in 1857,	148	71,989
Total for New Brunswick in 1856,	129	79,907
Total for New Brunswick in 1855,	95	54,561
Total for New Brunswick in 1854,	135	99,426

NOTE.— It will be seen by the above statement of New Ships registered, &c. in this Province, that the decrease in 1858 as compared with 1857, is 73 vessels, measuring 45,726 tons, shewing a complete prostration in one of the principal branches of business in this Colony. With very few exceptions, such of the vessels belonging to this Province as were sold during last year, were forced on the market at ruinously low prices. A very few of the first class vessels sold in 1857 and 1858, probably realized enough to reimburse their builders for the first cost, but on the majority of the vessels sold during these two years there has been a heavy loss, in consequence of which many persons have entirely abandoned the business of shipbuilding. The prospects are still extremely discouraging, and the amount of tonnage about to be built in New Brunswick in 1859, will, in all probability, not exceed that of 1858. The Register tonnage of the vessels built last year, viz. 26,263 tons, would represent about 28,000 tons old or Carpenter's measurement, (which is the tonnage by which vessels are generally bought and sold,) and estimating their value at £6 10s sterling per ton, which would be a fair average, it would make their total value about £182,000 sterling, without the first freight home to England, which is equal to about 10s. sterling per ton after paying disbursements. The value of the new ships should be taken into consideration when comparing the value of the Imports with the Exports, as the outfits of these new vessels appear in the account of Imports, but do not appear in the accounts as articles of Export.

Custom House, St. John, N. B. 31st Dec. 1858.

WM. SMITH, *Controller,*
and Registrar of Shipping.

Abstract of Shipping belonging to the Province of New Brunswick on the 31st December 1856, 1857, and 1858, respectively.

PORTS.	1856		1857		1858	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Saint John,	585	135,713	543	133,669	497	114,457
Miramichi,	110	16,051	126	18,363	119	14,925
Saint Andrews,	197	12,462	188	8,476	196	9,713
	892	164,226	857	160,508	812	139,095
Decrease on 1858 as compared with 1857,					45	21,413

Custom House, St. John, N. B. 31st December 1858.

WM. SMITH,
Controller, and Registrar of Shipping.

Abstract of Account of Vessels belonging to the Port of Saint John, N. B. on the 31st December 1858, shewing the number which have been lost, broken up, or otherwise destroyed, sold to Foreigners, or Registered de novo, since the last Account was made up, so far as can be officially ascertained.

	No.	Tons.	No.	Tons.
Total amount of last year's Account, - - - - -	...	...	543	133,669
Deduct for the ship E. A. Soullard, remeasured, - - - - -	...	58		
Do. Alexander, do. - - - - -	...	62		120
				133,549
Add for ship David G. Fleming, altered and remeasured, - - - - -	...	...		240
				133,789
STRUCK OFF, viz:—				
Vessels wrecked, foundered, destroyed by fire, and missing, - - - - -	20	5,533		
Broken up or otherwise destroyed as unseaworthy, and no longer employed at sea, - - - - -	24	1,384		
Sold to Foreigners, - - - - -	3	510		
Transferred and Registered de novo in the Port, and transferred to other Ports, - - - - -	41	21,475		
			88	28,902
			455	104,887
ADDED—				
New Vessels, - - - - -	38	7,862		
Vessels registered de novo on account of purchase, transfer from other Ports, or otherwise, - - - - -	4	1,708		
			42	9,570
Total existing Vessels on the 31st December, 1858, - - - - -	...	...	497	114,457

WM. SMITH, Registrar.

Abstract of Account of Vessels belonging to the Port of Miramichi, N. B. on 31st December 1858, shewing the number which have been lost, broken up, or otherwise destroyed, sold to Foreigners, or Registered de novo, since the last Account was made up, so far as can be officially ascertained.

	No.	Tons.	No.	Tons.
Total amount of last year's Account, - - - - -	...	...	126	18,363
STRUCK OFF, viz:—				
Vessels wrecked, foundered, destroyed by fire, and missing, - - - - -	1	22		
Broken up or otherwise destroyed as unseaworthy, and no longer employed at sea, - - - - -	—	—		
Sold to Foreigners, - - - - -	—	—		
Transferred and Registered de novo in this Port, and transferred to other Ports, - - - - -	26	12,487		
			27	12,509
ADDED—				
New Vessels, - - - - -	17	8,978		
Vessels Registered de novo on account of purchase, - - - - -	1	57		
Transferred from other Ports, - - - - -	2	36		
			20	9,071
Total, - - - - -	...	...	119	14,925

WM. SMITH, Registrar.

Abstract of Account of Vessels belonging to the Port of Saint Andrews, N. B. on 31st December 1858, shewing the number which have been lost, broken up, or otherwise destroyed, sold to Foreigners, or Registered de novo, since the last Account was made up, so far as can be officially ascertained.

	No.	Tons.	No.	Tons.
Total amount of last year's Account, - - - - -	...	...	188	8,476
STRUCK OFF, viz:—				
Vessels wrecked, foundered, destroyed by fire, and missing, -	—	—		
Broken up or otherwise destroyed as unseaworthy, and no longer employed at sea, - - - - -	1	13		
Sold to Foreigners, - - - - -	—	—		
Transferred and Registered de novo in the Port, and transferred to other Ports, - - - - -	1	34		
			2	47
ADDED—				
New Vessels, - - - - -	7	1,117	186	8,429
Vessels Registered de novo on account of purchase, transfer from other Ports, or otherwise, - - - - -	2	154		
Foreign Vessels, - - - - -	1	13		
			10	1,284
Total, - - - - -	...	...	196	9,713

WM. SMITH, Registrar.

CUSTOM HOUSE RETURNS.

*Total Value in Sterling of the Imports and Exports of the Province of New Brunswick
at each of the Ports, in the Year 1858.*

PORTS.	Imports.	Exports.
Saint John,	£905,928 0 0	£541,929 0 0
Campbelton,	0 0 0	0 0 0
Dalhousie,	14,491 0 0	12,494 0 0
Bathurst, ...	15,511 0 0	19,211 0 0
Caraquet,	0 0 0	0 0 0
Shippegan,	5,111 0 0	10,948 0 0
Newcastle,	41,436 0 0	54,266 0 0
Chatham,	45,197 0 0	41,315 0 0
Richibucto,	22,706 0 0	24,228 0 0
Buctouche,	5,950 0 0	6,338 0 0
Shediac,	11,406 0 0	18,260 0 0
Bay de Verte,	67 0 0	0 0 0
North Joggins,	347 0 0	2,401 0 0
Sackville,	7,282 0 0	3,427 0 0
Dorchester,	3,276 0 0	2,233 0 0
Moncton,	12,438 0 0	430 0 0
Hillsborough,	1,333 0 0	15,534 0 0
Harvey,	701 0 0	2,142 0 0
Saint George,	6,895 0 0	25,838 0 0
Saint Stephen,	19,748 0 0	23,881 0 0
Saint Andrews,	41,840 0 0	5,708 0 0
Welchpool,	645 0 0	196 0 0
Fredericton,	0 0 0	0 0 0
Woodstock,	386 0 0	0 0 0
Tobique,	39 0 0	0 0 0
Edmundston,	38 0 0	0 0 0
	£1,162,771 0 0	£810,779 0 0

The Returns from Campbelton and Caraquet could not be procured.

WM. SMITH, *Controller, &c.*

Custom House, Saint John, N. B., 9th April, 1859.

CUSTOM HOUSE RETURNS.

Total Value in Sterling of the Imports and Exports of the Province of New Brunswick from and to each Country, in the Year 1858.

COUNTRIES.	Imports.	Exports.
United Kingdom,	£358,394 0 0	£534,658 0 0
Jersey, ...	1,363 0 0	2,799 0 0
Australia,	0 0 0	1,160 0 0
Canada,	32,599 0 0	1,782 0 0
Newfoundland,	1,206 0 0	6,571 0 0
Prince Edward Island, ...	19,176 0 0	6,712 0 0
Nova Scotia,	171,914 0 0	59,683 0 0
Jamaica,	0 0 0	175 0 0
Barbados,	8,214 0 0	7,801 0 0
Demerara,	0 0 0	1,068 0 0
Turk's Island, ...	506 0 0	0 0 0
Saint Kitts, ...	1,116 0 0	0 0 0
Nevis,	309 0 0	0 0 0
Antigua,	566 0 0	1,910 0 0
Cuba and Porto Rico,	3,151 0 0	15,003 0 0
Trinidad,	0 0 0	552 0 0
Saint Thomas, ...	0 0 0	412 0 0
United States,	564,245 0 0	163,702 0 0
Spain, ...	0 0 0	5,496 0 0
France,	12 0 0	0 0 0
Saint Pierre, Miquelon, ...	0 0 0	1,295 0 0
Total,	£1,162,771 0 0	£810,779 0 0

WM. SMITH, *Controller, &c.*

Custom House, Saint John, N. B., 9th April, 1859.

NOTE.—The Values of the Imports and Exports at Campbelton and Caraquet could not be procured, and consequently are not included in this Return.

In comparing the value of the Imports and Exports of this Province, it should be kept in mind that the value of the new Ships, which are in reality articles of export, are not included in the Export Account, although the out fits of these Vessels appear as importations.

The estimated value of the new Ships built last year, without the first freight home, was £182,000 Sterling.

W. S.

CUSTOM HOUSE ACCOUNTS.

An Account of Import Duty, including the Railroad Impost, collected in the Province of New Brunswick, between 1st January and 31st December, 1858.

PORTS.	Gross amount of Import Duty received in Currency.
Saint John,	£82,673 2 4
Campbelton, ...	0 0 0
Dalhousie, ...	1,890 14 5
Bathurst,	1,588 19 8
Caraquet,	0 0 0
Shippegan, ...	515 6 1
Newcastle, ...	3,978 7 5
Chatham,	5,290 11 5
Richibucto, ...	2,247 3 8
Buctouche,	755 12 2
Shediac,	891 0 0
Bay de Verte, ...	10 1 5
North Joggins, ...	8 14 1
Sackville,	797 13 7
Dorchester, ...	207 13 7
Moncton,	1,250 9 6
Hillsborough, ...	142 6 5
Harvey,	40 9 3
Saint George, ...	436 1 4
Saint Stephen, ...	1,439 9 1
Saint Andrews, ...	3,484 14 1
Welchpool,	62 9 5
Fredericton, ...	4,796 5 2
Woodstock, ...	723 14 11
Tobique, ...	38 18 0
Edmundston, ...	6 19 0
Total Import Duty received, Currency,	£113,276 16 7
Sterling,	£94,397 7 2

WM. SMITH, *Controller, &c.*

Custom House, Saint John, N. B., 9th April, 1859.

CUSTOM HOUSE RETURNS.

An Account of Export Duty collected in the Province of New Brunswick in the Year 1858.

ARTICLES.	Quantity Exported.	Rate of Duty.	When rate imposed.	Gross amount of Duty received.	
				In Currency.	In Sterling.
Deals and Buttons, exceeding 9 feet in length,.....	198,979,253 <small>SUPERFICIAL FEET</small>	1s. cur. per thousand sup. feet.	March 1854.	£9,948 19 3	£8,200 10 1
Boards, Scantling and Plank do. and 5 inches square,	13,252,000 <small>TONS</small>	Do.	Do.	662 12 0	552 3 4
Timber—Pine,.....	71,150½	1s. cur. per Ton of 40 cubic feet.	Do.	3,557 10 9	2,904 12 4
Timber—Birch,.....	13,544	9d. currency per Ton, do.	Do.	507 19 7	423 0 4
Timber—Spruce,.....	485½	Do.	Do.	18 4 4	15 3 7
Masts and Spars,.....	86	Do.	Do.	3 4 0	2 13 4
Ships' Knees,.....	35	Do.	Do.	1 6 3	1 1 10
			Total,...	£14,699 16 2	£12,294 16 10

Custom House, Saint John, N. B., 9th April, 1859.

WM. SMITH, Controller, &c.

An Account of the Number of Emigrants arrived in the Province of New Brunswick during the Year 1858.

Emigrants arrived at the Port of Saint John in 1858,.....	386	Emigrants arrived in New Brunswick in the Year 1857,.....	607
Do. Chatham, in 1858,.....	4	do. 1856,.....	708
Do. at other Ports in New Brunswick,.....	nil.	do. 1855,.....	1,539
		do. 1854,.....	3,440
Total,.....	390		

Custom House, Saint John, N. B., 31st December, 1858.

WM. SMITH, Controller, &c.

NOTE.—A Duty of 2s. 6d. Currency, or 2s. 1d. Sterling, is imposed by an Act of the Colonial Legislature on each Passenger arriving in the Province. In the year 1858, the sum of £48 15s. Currency was collected in this Colony, on account of Emigrant Duty.

EMIGRATION.

REPORT FROM EMIGRATION COMMISSIONER FOR 1858.

Government Emigration Office, Saint John, February 17, 1859.

SIR,—For the information of His Excellency the Lieutenant Governor, I herewith submit a Report of the matters which have occupied my attention since my appointment to the office of Government Emigration Officer.

By referring to Documents at the Office of the Provincial Treasurer, I find that the Immigration to the Province for the year 1858, has only reached to the number of three hundred and ninety five souls, which shows a very great falling off from former years. Various causes have contributed to this decrease, among others the prosperous state of the Agricultural Districts at home, which has been the means of affording to the labourer in nearly every part of the United Kingdom, a rate of wages highly remunerative when compared with the price of labour for the four or five years preceding.

The following figures will show the rate of decrease that has taken place for the last five years; there arrived in the Province—

In 1854,	....	...	3,480	Immigrants.
1855,	....	....	1,667	"
1856,	...	....	708	"
1857,	....	....	576	"
1858,	....	....	395	"

The Emigration to Australia and Canada during the last five years has absorbed a large portion of the industrial classes of the Mother Country, while New Brunswick has been almost forgotten, little or no inducements having been held out, or efforts made, to draw attention to her capabilities as a field for Immigration. The free passage system adopted by New South Wales, and southern and western Australia, aided by the discovery of gold, have been all-powerful in turning the tide of Emigration to those distant Colonies, while the extraordinary efforts made by the Government of Canada, through agents and friends at home, have been crowned with success, even beyond the most sanguine expectations of the friends of that Colony.

It will only be by the diffusion of information among the people of the Mother Country, and a generous and liberal policy on the part of the Provincial Legislature, that any tangible hope can be held out of our obtaining that great essential to our progress, and consequent development of our resources, namely, a wholesome Immigration.

A very general opinion prevails, that eligible tracts of good Land should be surveyed, and that Roads should be opened through them, whereby the settler might be enabled to reach his lot, and convey his family with ease to the spot he may select for his future home. I would recommend that such tracts should be located only to actual settlers; and alternate lots on either side of the Roads should be reserved, the remaining lots either given in the shape of free Grants, or conveyed to the settler, under the stipulations of the Labour Act.

It is satisfactory to be able to report that, during the five months that have elapsed since the inauguration of the new Settlement Scheme, one hundred and ninety seven persons have applied for and received one hundred acre lots each; and that a large portion of them are at present settled on and occupying their lots, while but few remain to take possession as soon as the Spring opens. Added to this, there is likewise a large body of settlers, who have purchased under the usual conditions, and who added to those located under the Labour Act, will number at least, four hundred persons; all which goes to prove that the country is being opened up and settled at a much faster rate than is ordinarily believed or admitted by the casual observer.

I have caused to be inserted in the leading Journals of Great Britain and Ireland, such information in the shape of advertisements, as has drawn considerable attention

to the Province, and led to an extensive correspondence from persons who propose to emigrate; the comments made by several of these Journals on the climate and agricultural capabilities of the country, will likewise tend very much to subserve the interests of the Colony.

I have opened a Registry of Farms for sale in various localities, with detailed descriptions of the same; this will afford increased facilities to strangers and others desirous of purchasing. From the number of persons who have already availed themselves of this arrangement, and taking the past as a guide for the future, I feel satisfied that in this department alone, the Emigration Office will prove of great advantage to the community at large.

A Registry of persons in search of employment has likewise been opened, which has proved of benefit to those who have availed themselves of it.

I have received communications from farmers and others, in nearly every section of the Province, desirous of procuring Agricultural labourers and farm servants; and as a large portion of this description of labourers will not be required until the season for sowing and planting, I have every reason to anticipate, from the efforts I have made, to be enabled in a great measure to supply the demand.

I have entered into a correspondence with Her Majesty's Emigration Officers at the different Ports in Great Britain and Ireland, and trust that my efforts to interest them in behalf of New Brunswick, will result in material good.

The Emigration Commissioners have entered into arrangements to receive and remit, free of charge, for the use of newly arrived Emigrants in New Brunswick, any sum of money, not less than £5 nor more than £20 from any one person, which may be paid to them, or to their credit, at the Bank of England for the purpose. The Commissioners will, in such cases, instruct the Emigration Officer here, as to the mode in which the money so forwarded is to be expended, whether wholly in cash, or partly in cash, and partly in providing the Emigrants with provisions, and conveyance to their destination.

To A. C. Buchanan, the Chief Emigration Officer for Canada, I am indebted for many Public Documents of value, including a series of excellent Maps and Plans, embracing the whole of Canada, and the North West Territory, up to the mouth of the Fraser River.

With a soil which yields abundantly, and commensurate with the amount of labour bestowed upon it; with a healthy and invigorating climate; with vast mines of mineral wealth; with materials and facilities for constructing ships; with valuable River and Coast Fisheries; with Roads, Rivers, and Streams, forming good internal communication, as well as Railroads in progress of construction, the country offers a rich and inviting field for the farmer, the mechanic, the capitalist, and the labourer.

I have the honor to be, Sir,

Yours most respectfully,

ROBERT SHIVES.

Hon. S. L. Tilley, Provincial Secretary, &c.

RETURNS FROM PROVINCE TREASURER.

Statement of Moneys received by the Provincial Treasurer,

As Treasurer of the Province and Receiver General, from 31st Oct. 1858, to 1st Mar. 1859.

Dates.	From whom received.	On what account.	Amount.	
1858				
Nov. 1	Provincial Treasurer, Samuel Thompson,	Grant for payment of Civil List,	£3,625 0 0	
2	J. T. Williston, D. T.	Rent of House on Wharf,	3 15 0	
5	Do.	Remittance,	1 16 8	
	D. Stewart, D. T.	Do.	208 0 0	
	Cash,	Do.	150 0 0	
	H. Livingstone, D. T.	A box Copper Coin,	15 0 0	
	J. T. Williston, D. T.	Remittance,	85 12 6	
6	Wm. Wallace, D. T.	Savings Bank deposit,	147 9 10	
10	Henry Maher,	Remittance,	14 0 0	
	R. Sutton, D. T.	For a fine,	0 15 0	
	Do.	Remittance,	83 0 0	
12	D. Stewart, D. T.	Savings Bank deposit,	358 0 10	
	Wm. Scoullar,	Remittance,	5 0 0	
	H. Livingstone, D. T.	Fines to Railway Construction Acc't,	20 0 0	
17	Joseph Reed, D. T.	Remittance,	24 4 7	
	Do.	Do.	82 0 0	
	J. T. Williston, D. T.	On account S. & D. Seamen's Fund,	40 10 0	
	Commissioners, Gloucester,	Remittance,	5 0 0	
	H. Livingstone, D. T.	Indian Fund,	34 7 6	
18	D. Jordan,	Remittance,	46 5 0	
	D. W. Jack, D. T.	Savings Bank,	600 0 0	
	Baring Brothers & Co.	Remittance,	147 9 2	
	D. W. Jack, D. T.	Proceeds of Exchange for £250 Stg.	304 17 2	
22	T. R. Robertson, D. T.	Savings Bank deposit,	150 5 4	
	per T. R. Robertson, D. R. G.	Remittance,	243 19 1	
	Do.	Payment and deposit on Timber,	287 7 0	
	Do.	Instalment and payment on Land,	213 10 0	
	Do.	Payment by St. Andrews R. R. Com.	428 13 1	
	Do.	Do.	24 0 9	
	H. D. Kearney,	Contingencies,	0 13 6	
24	H. Livingstone, D. T.	Unexpended Bye Road money,	20 0 0	
	Do.	Remittance,	53 15 0	
26	D. Stewart, D. T.	Savings Bank deposit,	18 15 4	
29	Baring Brothers & Co.	Remittance,	143 2 6	
	A. C. Hammond,	Proceeds of Exchange £10,000 Stg.	12,136 3 2	
	Collected at Saint John in November,	Railway Impost,	1,356 19 1	
		Import Duties,	6,854 19 10	
		Export Duties,	985 15 7	
		Bay of Fundy Lights,	251 14 6	
		Sick and Disabled Seamen's Fund,	79 9 2	
		Emigrant Duty,	0 5 0	
		Copy Right Duties,	1 10 1	
		On account Indian Fund,	70 0 0	
Dec. 1		T. R. Robertson, D. T.	Remittance,	517 3 9
3		D. W. Jack, D. T.	Do.	206 17 6
4	per T. R. Robertson, D. R. G.	Mileage and deposit on Timber,	321 6 0	
6	Do.	Instalment and payment for Land,	270 19 4	
	Do.	On account Contingencies,	35 15 6	
	T. R. Robertson, D. T.	Remittance,	436 2 8	
	D. Stewart, D. T.	Do.	100 2 4	
8	Do.	Do.	73 5 0	
	P. J. N. Dumaresq, D. T.	Do.	22 10 0	
9	Hon. S. I. Tilley,	Fees on Casual Revenue Account,	175 0 0	

Statement of Moneys received by the Provincial Treasurer.—Continued.

Dates.	From whom received.	On what account.	Amount.
1858			
Dec. 10	J. T. Williston, D. T.	Remittance,	£261 5 0
	Do.	Savings Bank deposit,	207 0 7
11	Wm. Scoullar,	Fines to Railway Construction Acc't,	20 0 0
	P. Besnard,	For a box Copper Coin,	15 0 0
13	R. Sutton, D. T.	Remittance,	592 15 0
	H. Livingstone, D. T.	Do.	136 13 4
	Do.	Savings Bank deposit,	1 6 8
15	D. Stewart, D. T.	Remittance,	250 0 0
	J. T. Williston, D. T.	Do.	1 16 8
16	Receiver General,	P. Treasurer, account of Cas. Rev.	3,068 16 8
	R. Sutton, D. T.	Savings Bank deposit,	148 0 0
	D. W. Jack, D. T.	Do.	78 19 4
	Cash,	For a box Copper Coin,	15 0 0
17	J. T. Williston, D. T.	Remittance,	378 15 0
	J. W. Weldon, D. T.	Savings Bank Account,	10 9 7
	J. T. Williston, D. T.	Remittance,	70 5 0
20	Railway Office,	For a box Copper Coin,	15 0 0
	Amas Weldon, D. T.	Remittance,	115 0 0
22	Lockart & Co.	For a box Copper Coin,	15 0 0
	A. Weldon, D. T.	Remittance,	55 0 0
	Vital Hebert, D. T.	Do.	6 0 0
23	Cash,	For a box Copper Coin,	15 0 0
24	Joseph Reed, D. T.	Remittance,	367 14 2
	Commercial Bank,	For a box Copper Coin,	15 0 0
	A. Weldon, D. T.	Remittance,	75 0 0
27	Baring Brothers & Co.	Proceeds of Ex. for £10,000 Stg.	12,136 3 2
	D. Hanington, D. T.	Remittance.	50 0 0
31	D. Jordan,	Savings Bank deposit,	1,500 0 0
		Railway Impost,	745 3 5
		Import Duties,	3,963 5 6
		Export Duties,	535 2 4
		Bay Fundy Lights,	85 2 3
		Sick and Disabled Seamen's Fund,	27 14 5
		Emigrant Duties,	1 5 0
		Copy Right Duties,	1 12 11
1859			
Jany. 3	Edward Wood, D. T.	Remittance,	8 0 0
5	Cudlip & Snider,	On account Auction Duty,	103 4 3
6	D. Stewart, D. T.	Remittance,	71 12 11
	P. J. N. Dumaresq, D. T.	Do.	31 2 6
	H. Livingstone, D. T.	Do.	195 3 6
	D. W. Jack, D. T.	Do.	59 1 3
8	R. Sutton, D. T.	Do.	44 1 1
	Cash,	For two boxes Copper Coin,	30 0 0
10	T. R. Robertson, D. T.	Remittance,	151 5 0
	J. T. Williston, D. T.	Savings Bank deposit,	45 9 10
	Do.	Remittance,	69 2 6
	D. Hanington, D. T.	Do.	105 0 0
	T. R. Robertson, D. T.	Do.	68 6 11
	per T. R. Robertson, D. R. G.	Mileage and deposit on Timber,	152 4 7
	Do.	Instalment and payment of Land,	281 15 11
	Do.	Contingencies,	6 8 3
12	R. Sutton, D. T.	Savings Bank deposit,	124 19 3
	Do.	Remittance,	246 5 0
	T. R. Robertson, D. T.	Do.	350 0 0
13	Baring Brothers & Co.	Proceeds of Ex. for £10,000 Stg.	12,191 14 0
14	J. Grimmer, D. T.	Remittance,	424 8 0
	William Wallace,	Royalties per Casual Revenue,	393 10 6
	D. Jordan,	Savings Bank,	3,833 13 3
18	B. Foster & Co.	For two boxes Copper Coin,	30 0 0
22	D. W. Jack, D. T.	Savings Bank deposit,	380 11 7

Statement of Moneys received by the Provincial Treasurer.—Continued.

Dates.	From whom received.	On what account.	Amount.
1859			
Jan. 22	D. W. Jack, D. T.	Remittance,	£300 0 0
24	Baring Brothers & Co.	Proceeds of Exchange for £10,000,	12,136 3 2
27	T. R. Robertson, D. T.	Remittance,	70 9 2
26	Do.	Do.	234 9 5
	James Dixon, D. T.	Do.	54 0 0
	John Hickman, D. T.	Do.	74 0 0
	James Brewster, D. T.	Do.	15 0 0
27	William Grieves,	Interest on Fire Loan Bond,	30 0 0
28	J. Reed, D. T.	Remittance,	27 0 0
	H. Livingstone, D. T.	Do.	240 0 0
	R. Douglas, D. T.	Do.	63 5 0
	James Dixon, D. T.	Do.	50 0 0
29	Hon. S. L. Tilley,	Fees on Casual Revenue Account,	139 6 10
	J. Hickman, D. T.	Remittance,	26 0 0
31	R. Sutton, D. T.	Do.	187 0 0
	A. J. Weldon, D. T.	Do.	33 0 0
	James Dixon, D. T.	Do.	144 10 0
	H. E. Dibblee, D. T.	Do.	100 0 0
	A. J. Wetmore, D. T.	Do.	155 18 9
	William Carman,	On Supreme Court Fees Account,	100 0 0
	J. Grimmer, D. T.	Remittance,	16 4 7
	C. Botsford, D. T.	Do.	16 5 0
	J. Reed, D. T.	Do.	31 5 0
	P. M'Naughton, D. T.	Do.	23 15 0
	P. J. Dumaresq, D. T.	Do.	31 5 0
	D. Stewart, D. T.	Do.	16 5 0
	J. T. Williston, D. T.	Do.	75 0 0
	H. Livingstone, D. T.	Do.	37 10 0
	R. Douglas, D. T.	Do.	15 0 0
	D. Hanington, D. T.	Do.	7 10 0
	E. Wood, D. T.	Do.	6 5 0
	James Dixon, D. T.	Do.	18 15 0
	Rufus Cole, D. T.	Do.	6 5 0
	J. Hickman, D. T.	Do.	16 5 0
	A. Weldon, D. T.	Do.	6 5 0
	William Wallace, D. T.	Do.	12 10 0
	James Brewster, D. T.	Do.	6 5 0
	T. R. Robertson, D. T.	Do.	15 0 0
	H. E. Dibblee, D. T.	Do.	25 0 0
	Francis Tibbits, D. T.	Do.	10 0 0
	Vital Hebert, D. T.	Do.	10 0 0
	William Maclauchlan, D. T.	Do.	10 0 0
	D. W. Jack, D. T.	Do.	83 10 0
	J. Grimmer, D. T.	Do.	37 10 0
	A. J. Wetmore, D. T.	Do.	15 0 0
	Thomas Moses, D. T.	Do.	30 0 0
	Collected in Saint John in January,	Railway Impost,	360 8 0
		Import Duties,	2,110 4 0
		Export Duties,	153 0 0
		Bay Fundy Lights,	115 2 9
		Sick and Disabled Seamen's Fund,	34 19 8
		Copy Right Duties,	0 18 1
		Rent of House,	3 15 0
Feb. 2	Samuel Parker,	Casual Revenue Account,	260 15 3
	Executors of late Rec. General,	Remittance,	103 15 0
3	H. E. Dibblee, D. T.	Do.	6 12 6
	D. W. Jack, D. T.	Do.	6 12 6
	Baring Brothers & Co.	Proceeds of Exchange £10,000 Stg.	12,136 3 2
7	R. Sutton, D. T.	Remittance,	15 0 0
9	H. Livingstone, D. T.	Do.	31 5 0
	P. J. Dumaresq, D. T.	Do.	20 0 0
11	D. Stewart, D. T.	Do.	82 10 0

Statement of Moneys received by the Provincial Treasurer.—Continued.

Dates.	From whom received.	On what account.	Amount.
1859			
Feb. 11	D. Stewart, D. T.	Savings Bank Account,	£26 0 0
	J. T. Williston, D. T.	Savings Bank deposit,	561 10 2
	Do.	Remittance,	172 15 0
12	T. R. Robertson, D. T.	Do.	108 16 3
	A. J. Wetmore, D. T.	Do.	29 0 4
14	William Salter,	Indian Reserve Fund,	50 0 3
	P. M'Naughton, D. T.	Remittance,	22 10 0
	Henry Livingstone, D. T.	Savings Bank deposit,	0 10 0
	per T. R. Robertson, D. R. G.	Mileage and Deposit on Timber,	21 10 0
	Do.	Instalment and payment for Land,	312 17 10
	Do.	Contingencies,	1 8 6
15	T. R. Robertson, D. T.	Remittance,	7 12 0
	Hon. C. Fisher,	Interest on Fire Loan Bonds,	240 0 0
	R. Sutton, D. T.	Savings Bank deposit,	75 15 3
17	Hon. C. Fisher,	Duties collected from A. T. Coburn.	37 7 2
19	D. W. Jack, D. T.	Savings Bank deposit,	305 4 5
	Do.	Remittance,	400 0 0
21	Baring Brothers & Co.	Proceeds of Exchange £10,000 Stg.	12,136 3 2
	Cash,	For two boxes Copper Coin,	30 0 0
	H. Livingstone, D. T.	Remittance,	2 0 0
22	R. Rankin & Co.	For a box Copper Coin,	15 0 0
25	A. Weldon, D. T.	Remittance,	61 0 0
	A. J. Wetmore, D. T.	Do.	45 0 0
28	J. W. Weldon,	Savings Bank Account,	64 7 3
	Province Treasurer,	Warrant for payment Civil List,	3,625 0 0
		Railway Impost,	305 6 6
		Import Duties,	2,326 16 11
		Export Duties,	461 1 3
		Bay Fundy Lights,	119 11 0
		Sick and Disabled Seamen's Fund,	38 18 2
		Copy Right Duty,	0 18 1
			£127,650 9 3

Treasury, Saint John, 12th March 1859.

B. ROBINSON, P. T.

Statement of all Moneys paid or advanced by the Provincial Treasurer,

As Treasurer of the Province and Receiver General, from 31st Oct. 1858, to 1st Mar. 1859.

Date.	To whom paid.	On what account.	Amount.
1858			
Nov. 1	Receiver General,	Warrant No. 1, Civil List,	£3,625 0 0
5	Sundry persons,	Coupons on Deb., Vic. 15, cap. 20,	90 0 0
	Do.	School Warrants,	85 12 6
	J. T. Williston, D. T.	Savings Bank Account,	147 9 10
10	R. Sutton, D. T.	Do.	358 0 10
	D. Stewart, D. T.	Do.	5 0 0
17	Sundry persons,	School Warrants,	46 5 0
18	Do.	Do.	138 9 2
	Provincial Chest,	Warrant No. 9, remitted to	
		J. Wyld, London,	304 17 2
	D. W. Jack, D. T.	Savings Bank Account,	150 5 4
22	W. T. P. Lee,	Warrant No. 299, on Rec. General,	74 9 3
	C. S. Beverly,	Do. 296, do.	9 19 5
	Richard Payne,	Do. 296, do.	2 3 9
	F. A. H. Stratton,	Do. 306, do.	43 3 4
	Sundry persons,	School Warrants,	114 3 4

Statement of Moneys paid, &c. by the Provincial Treasurer.—Continued.

Date.	To whom paid.	On what account.	Amount.
1858			
Nov. 22	T. R. Robertson, D. R. G.	Received by him on R. General's Ac.	£954 4 4
	Central Bank,	Notes received from H. D. Kearney,	20 0 0
24	Sundry persons,	School Warrants,	53 15 0
	H. Livingstone, D. T.	Savings Bank Account,	18 15 4
26	Sundry persons,	School Warrants,	143 2 6
30	Do.	Interest on Fred. Fire Loan Bonds,	168 0 0
	Proprietor Carleton Sentinel,	Warrant 298-1 on Rec. General,	20 8 1
	His Ex. the Lieut. Governor,	Civil List Warrant,	865 7 8
	Hon. R. Parker,	Do.	187 10 0
	Hon. L. A. Wilmot,	Do.	150 0 0
	G. M. Campbell, Esq.	Do.	57 13 10
	Hon. S. L. Tilley,	Do.	150 0 0
	Hon. C. Watters,	Do.	57 13 10
	Hon. James Brown,	Do.	150 0 0
	Estate C. Lee,	Do.	28 16 11
	Hon. J. R. Partelow,	Do.	125 0 0
	Hon. Thomas Baillie,	Do.	125 0 0
	F. A. H. Straton,	Do.	50 0 0
	Moses H. Perley,	Do.	9 12 3
	Robert Shives,	Do.	19 4 8
	Robert Fulton,	Do.	62 10 0
	J. Woodford Smith,	Do.	45 0 0
	Commissioners of Indians,	Do.	15 0 0
	S. R. Miller,	Warrant 305 on Receiver General,	53 2 3
	John A. Beckwith,	Do. 213-1 do.	62 10 0
	John M. Cluskey,	Do. 304-1 do.	25 0 0
	Wm. Bellingham,	Do. 306-1 do.	3 19 5
	S. D. Smiler,	Do. 306-2 do.	3 13 9
	A. S. Phair,	Do. 308 do.	239 4 1
	Commissioners,	Bay of Fundy Lights,	100 0 0
	Do.	S. and D. Seamen's Fund,	250 0 0
	Robert Jardine,	Warrant No. 12, Railway,	10,000 0 0
	Hon. N. Parker,	Do. 2-1, Salary,	200 0 0
	Hon. J. M. Johnson,	Do. 2, do.	150 0 0
	Hon. W. H. Steeves,	Do. 3, do.	150 0 0
	B. Robinson,	Do. 4, do.	125 0 0
	Henry Fisher,	Do. 5, do.	75 0 0
	William Carman,	Do. 6, do.	75 0 0
	E. H. Duval,	Do. 7, do.	62 10 0
	John Campbell,	Do. 8, do.	62 10 0
	John Bennett,	Do. 9, do.	62 10 0
	James M. Lauchlan,	Do. 10, do.	62 10 0
	William Clawson,	Do. 12, do.	37 10 0
	Wm. M. Smith,	Do. 13, do.	50 0 0
	Michael White,	Do. 15, do.	25 0 0
	George Thompson,	Do. 16, do.	37 10 0
	David Pickett,	Do. 3 Jury Fees,	6 3 0
	Isaac L. Bedell,	Do. 4 do.	24 9 0
	Ronald E. Smith,	Do. 5 Gram. School,	25 0 0
	G. J. Dibblee,	Do. 6 Bear Bounties,	10 0 0
	Sundry persons,	Do. 7 Att'ng T. School,	12 0 0
	Henry Piers,	Do. 10 Ag. Society,	45 0 0
	James Millar,	Do. 11 Gram. School,	50 0 0
	E. B. Smith,	Do. 15 Pensions,	10 0 0
	Dr. Wm. Bayard,	Do. 17 Board of Health,	50 0 0
	Samuel G. Morse,	Do. 19 Bear Bounties,	10 0 0
	Comr. Board of Works,	Do. 20 On Account,	633 5 3
	William Guieu,	Do. 25 Ag. Society,	25 0 0
	Robert Jardine,	Do. 27 do.	20 0 0
	Mosher & Bradshaw,	War. 284-128 (1857) Bye Roads,	50 0 0
	William M. Leod,	Do. 204 (1858) Ag. Society,	55 10 0

Statement of Moneys paid, &c. by the Provincial Treasurer.—Continued.

Date.	To whom paid.	On what account.	Amount.
1858			
Nov. 30	R. A. Hay,	War. 327- 42 Bye Road,	£30 0 0
	Mosher & Bradshaw,	Do. 207 do.	50 0 0
	Charles Sayre,	Do. 390-3 Bear Bounties,	10 0 0
	M. Meloy and others,	Do. 442 School, Bathurst,	22 10 0
	Moses M. Sargeant,	Do. 466 Jury Fees,	55 17 6
	Daniel O'Brien,	Do. 469 Work, Prov. Hall,	7 0 0
	James M'Lauchlan,	Do. 472 Jury Fees,	14 2 6
	May M'Lauchlan,	Do. 477-1 Att'ng T. School,	6 0 0
	Ann Davis,	Do. 3 do.	6 0 0
	Mary A. Duval,	Do. 481 Teacher T. School,	12 10 0
	Comr. Board of Works,	Do. 482 On Account,	455 16 4
	Daniel Grass,	Do. 486 Pension,	2 10 0
	A. K. S. Wetmore,	Do. 491 Bear Bounties,	10 0 0
	Sundry persons,	Do. 492 Att'ng T. School,	24 0 0
	Mark Needham,	Do. 496 Leg. Library,	25 0 0
	William Mills,	Do. 499 Teacher T. School,	75 0 0
	Samuel Scovil,	Return Duties,	1 18 5
	Doherty and M'Tavish,	Do.	0 19 0
	J. Armstrong,	Do.	0 9 5
	Sundry persons,	School Warrants,	2,702 1 5
	E. Wood, D. T.	His draft,	9 4 10
	C. P. Wetmore,	On account suit with Sears,	6 0 0
	J. R. Partelow,	Do.	10 0 0
	Sundry persons,	Drawbacks,	859 16 10
	Do.	Coupons on Deb., Vic. 15, Cap 20,	297 0 0
Dec. 3	Do.	School Warrants,	517 3 9
4	Do.	Do.	206 17 6
6	Thos. R. Robertson, D. R. G.	Received by him on Rec. Gen'ls. Ac.	628 0 10
	G. A. Beckwith,	Warrant 213-2 on Receiver General,	25 0 0
	Hon. J. Brown,	303, do.	327 10 0
	E. O'Brien,	304-2, do.	3 0 0
	John Neill,	305-4,	2 0 9
	James White,	5,	0 9 0
	Mary Ann Swadc,	6,	1 0 0
	John Charters,	7,	1 15 0
	Comr. Board of Works,	On account Warrant 20,	70 7 11
	Do.	Do. 482, (1858,)	5 0 0
9	Hon. James Carter,	Civil List Warrant,	175 0 0
10	J. T. Williston, D. T.	On account Savings Bank,	207 0 7
13	Sundry persons,	School Warrants,	337 18 4
	H. Livingstone, D. T.	On account Savings Bank,	1 6 8
15	A. Barbarie,	Warrant 31, Agricultural Society,	150 0 0
16	B. Robinson,	214, on Receiver General,	1,403 4 6
	Do.	307, do.	1,665 12 2
	R. Sutton, D. T.	On account Savings Bank.	148 0 0
	D. W. Jack, D. T.	Do.	78 19 4
17	Sundry persons,	School Warrants,	378 15 0
	J. W. Weldon,	On account Savings Bank,	10 9 7
	R. Jardine,	Warrant 41, Railway,	20,000 0 0
	John Howe,	Warrant 500, 1858, Post Office,	500 0 0
	Provincial Chest,	Account, Warrant 33,	18 0 0
24	Sundry persons,	School Warrants,	367 14 2
	Do.	Interest on Fire Loan Bonds,	30 0 0
	Henry Livingstone, D. T.	His draft,	48 4 0
	Archibald Menzies,	Warrant 295, on Receiver General,	2 0 0
	Hon. C. Fisher,	Civil List Warrant, do.	150 0 0
	Do.	Do. do.	277 15 6
	F. A. H. Straton,	Warrant 309, do.	10 10 0
	Ross Woodrow,	310-4, do.	50 0 0
	B. Beveridge,	494, 1858, Indian Fund,	30 0 0
	Isaac Woodward,	34, 1859, Salary,	100 0 0

Statement of Moneys paid, &c. by the Provincial Treasurer.—Continued.

Date.	To whom paid.	On what account.	Amount.
1858			
Dec. 24	Commissioners, Sundry persons, Potter & Co. Dr. W. Bayard, Thomas M. Kowfi, Wellington Hatch, Mary Grigor, Wellington Hatch, Commissioner Board Works, John Hardie, William Smith, Wellington Hatch, Alexander M'Alary, Chief Commissioner Works, Samuel Thompson, John Ward, Do. Thomas W. Wood, F. R. J. Dibblee, Sundry persons, T. R. Wetmore, Rev. W. Ferrie, Hon. J. J. Robinson, Chief Commissioner Works, John Howe, Thomas W. Lee, John Murray, George Garly, Mary E. Wright, John Sievwright, Hon. A. M'L. Seely. A. C. Hammond, Sundry persons, Do. Rufus Cole, Vital Hebert, Sundry persons, Commissioners, Julius Thompson, Hon. E. B. Chandler, Sundry persons,	Bay Fundy Lights, Warrant 56, 1857, Railway Stock, Return Duties, War. 304-10, 1858, Indian Com. 327-23, Bye Road, 468, Bear Bounty, 477-4, Att'ing T. School, 478, Pensions, 482, On Account, 497, Grammar School, 1-11, 1859, Controller, 8, Bear Bounties, 14, taking prisoners to Gaol, 20, On Account, 21, Bear Bounties, 22, Prov. Penitentiary, 23, do. 26, Grammar School, 28, Election Expenses, 29, Attending T. School, 30, Inspector Schools, 36, African School, 37, Fishing Society, 38, On Account, 39, Mail Service, 40, Grammar School, 43, Fishing Society, 44-1, Attending T. School, 2, do. 45, Grammar School, 46, Tug Boat, Miramichi, 16, Indian Fund, School Warrants, Drawbacks, His draft, Do. Coupons Deb. Vic. 15, cap. 20, Bay Fundy Lights, Warrant 311, on Receiver General, Do. 35, Bear Bounties, School Warrants, Do. War. 296-6, on Receiver General, 310-2, do. 310-3, do. On Account Savings Bank, Received by him on Rec. Gen's acct. On Account Savings Bank, School Warrants, per Interest, Warrant 71, Railway, Do. 73, Emigration Account, Div. and Coms. on Railway Deben. Div. and Com. on Deb. V. 15, c. 20, On account Savings Bank Account, Balance Warrant No. 38, Warrant 44-4, attending T. School, Do. 56-3, do. Do. 62, on Account, School Warrants,	£150 0 0 6 0 0 0 15 6 7 10 0 5 0 0 10 0 0 6 0 0 50 0 0 15 13 9 50 0 0 68 15 0 10 0 0 2 0 0 266 11 10 10 0 0 300 0 0 500 0 0 50 0 0 80 10 8 48 0 0 28 0 0 37 10 0 100 10 0 900 0 0 175 0 0 50 0 0 40 0 0 6 0 0 6 0 0 50 0 0 100 0 0 20 0 0 1,462 9 4 181 15 1 6 5 0 40 0 0 100 10 0 225 0 0 428 13 1 10 0 0 521 7 1 175 3 6 10 0 0 10 0 0 131 5 0 45 9 10 440 8 9 124 19 3 424 8 0 2,833 13 3 25,000 0 0 24 8 11 16,460 3 5 1,127 3 2 380 11 7 0 7 0 6 0 0 6 0 0 77 4 6 144 17 11
1859			
Jan. 6	Do.	Do.	175 3 6
10	Estate T. C. Lee, Dr. Robb, William Segee, J. T. Williston, D. T. T. R. Robertson, D. R. G.	War. 296-6, on Receiver General, 310-2, do. 310-3, do. On Account Savings Bank, Received by him on Rec. Gen's acct.	10 0 0 10 0 0 131 5 0 45 9 10 440 8 9
12	R. Sutton, D. T.	On Account Savings Bank,	124 19 3
13	Sundry persons,	School Warrants,	424 8 0
14	Savings Bank,	per Interest,	2,833 13 3
17	R. Jardine, Robert Shives,	Warrant 71, Railway, Do. 73, Emigration Account,	25,000 0 0 24 8 11
18	Baring Brothers & Co. Do.	Div. and Coms. on Railway Deben. Div. and Com. on Deb. V. 15, c. 20,	16,460 3 5 1,127 3 2
22	D. W. Jack, D. T.	On account Savings Bank Account,	380 11 7
26	Chief Commissioner Works, Mary E. Courier, Catharine M'Glinchey, Chief Commissioner Works, Sundry persons,	Balance Warrant No. 38, Warrant 44-4, attending T. School, Do. 56-3, do. Do. 62, on Account, School Warrants,	0 7 0 6 0 0 6 0 0 77 4 6 144 17 11

Statement of Moneys paid, &c. by the Provincial Treasurer.—Continued.

Date.	To whom paid.	On what account.	Amount.
1859			
Jan. 27	F. A. H. Straton	War. 313, on Receiver General,	£56 0 0
	Do.	314, do.	11 0 5
	John Charters,	315-1, do.	0 8 9
	Mary A. Sweade,	5, do.	3 0 0
	Robert Jardine,	72, Railway,	10,000 0 0
	Hon. J. Carter,	7, Civil List,	62 10 0
	His Excellency the Lieut. Gov.	215, on Receiver General,	200 0 0
	Telegraph Company,	312, do.	68 11 9
	Joseph Burpee,	327-38, 1858, Bye Road,	13 0 0
	Hon. Francis Rice,	367, " Indians,	10 0 0
	Chief Commissioner Works,	20, 1859, on account,	12 15 0
	William Wallace,	24, Jury Fees,	36 1 0
	Charles Watters,	33, Witnesses, balance,	2 10 0
	Chief Commissioner Works,	38, On account,	99 13 0
	Francis Lafferty,	44-3, Training School,	6 0 0
	Hon. J. Davidson,	47, Lazaretto, Tracadie,	150 0 0
	Henry Fisher,	48, Education Office,	32 4 0
	Hon. C. Fisher,	49, Acct. King's College,	150 0 0
	George J. Dibblee,	51, Bear Bounties,	10 0 0
	John Ansley,	52, Clerk Board Health,	37 10 0
	G. L. Hatheway,	53, Railway Director,	25 0 0
	John Duncan,	54, Fishery Warden,	15 0 0
	C. Boulthouse,	55, for running Steamer,	250 0 0
	W. S. Estey,	56-2, Training School,	6 0 0
	John Robb,	57, Jury Fees,	23 1 6
	Isaac L. Bedell,	58, do.	73 9 0
	James York,	60, Agricultural Society,	100 0 0
	Chief Commissioner Works,	62, On account,	270 15 1
	Robert Stevenson,	63, Agricultural Society,	45 0 0
	James M'Coy,	65, Grammar School,	50 0 0
	Ann Duncan,	67-3, Training School,	6 0 0
	John Wilkinson,	69, Publishing a Map,	117 10 11
	Chief Superintendent Schools,	74, Travelling expenses,	42 10 6
	Theophilus Desbrisay,	75, Bear Bounties,	10 0 0
	John H. Reid,	76-3, Agricultural Society,	150 0 0
	Sundry persons,	School Warrants,	504 15 10
	Do.	Drawbacks,	117 15 10
	H. Livingstone, D. T.	Paid him,	2 0 0
	T. R. Robertson, D. T.	Paid his draft,	50 0 0
	Sundry persons,	School Warrants,	155 18 9
	John S. Hay,	War. 315-4, on Receiver General,	16 4 7
	Commissioners,	Bay Fundy Lights,	79 0 0
	Do.	Sick and Disabled Seamen,	250 0 0
	W. J. Ritchie,	Civil List Warrant,	150 0 0
	J. Woodford Smith,	War. 310-1, on Receiver General,	38 5 1
	S. R. Miller,	315-7, do.	12 16 1
	Provincial Secretary,	317, do.	28 17 6
	W. J. Ritchie,	Civil List Warrant,	150 0 0
	Hon. J. S. Saunders,	War. 50, Salaries as Clerk of Crown,	125 0 0
	Samuel Thompson,	61, Bear Bounties,	10 0 0
	Chief Commissioner Works,	62, On account,	28 4 1
	J. W. Duval,	64, African School,	12 10 0
	Solomon Pearson,	63-2, Erecting Oatmill,	25 0 0
	Chief Superintendent Schools,	70, Travelling expenses,	17 16 10
	W. J. Berton,	77-1, Surrender Mining leases,	1,250 0 0
	John Maynard,	2, do.	1,000 0 0
	H. E. Syphers,	3, do.	250 0 0
	Sundry persons,	School Warrants,	31 5 0
	Bank New Brunswick,	Interest,	166 2 0
	Thomas Crozier,	Drawback,	4 3 4
	J. T. Williston, D. T.	Paid his draft,	1 9 3

Statement of Moneys paid, &c. by the Provincial Treasurer.—Continued.

Date.	To whom paid.	On what account.	Amount.
1859			
Jan. 27	D. W. Jack,	Paid his draft,	£4 4 3
	Sundry persons,	Protection Revenue for Quarter,	1,590 6 1
Feb. 2	Do.	School Warrants,	103 15 0
3	Provincial Chest,	Warrant 89, Imperial Postage,	536 19 4
	L. Hanlon,	Keeper Hospital Island,	6 5 0
7	R. Sutton, D. T.	School Warrant,	15 0 0
9	Sundry persons,	Do.	31 5 0
11	Chief Commissioner Works,	Warrant 62, on account,	20 0 0
	John Bennett,	Do. 79-9, Inspector Schools,	62 10 0
	D. Stewart, D. T.	On account Savings Bank,	26 0 0
	J. T. Williston, D. T.	Do.	561 10 2
12	John Simpson,	War. 315-6, on Receiver General,	108 16 3
14	H. Livingstone, D. T.	On account Savings Bank,	0 10 0
	T. R. Robertson, D. R. G.	Received by him on Rec. Gen. acct.	335 16 4
	G. J. Bliss,	Warrant 76-2, Jury Fees,	7 12 0
15	R. Sutton, D. T.	On account Savings Bank,	75 15 3
19	D. W. Jack, D. T.	Do.	305 4 5
	R. Sutton, D. T.	For account.	11 5 0
	Sundry persons,	Interest on Fire Loan Bonds,	42 0 0
	Savings Bank,	On account Debentures,	933 13 4
	Robert Shives,	War. 105, Contingencies Office,	57 10 8
	G. Kerr and others,	110, Com'ioners Gulf Lights,	200 8 9
	John Wilkinson,	287-2, on Receiver General,	3 2 6
	John Gregory,	Civil List Warrant,	35 0 0
	His Excellency the Lieut. Gov.	Do.	865 7 8
	G. M. Campbell,	Do.	57 13 10
	Hon. James Carter,	Do.	175 0 10
	Hon. R. Parker,	Do.	187 10 0
	Hon. L. A. Wilmot,	Do.	150 0 0
	Hon. C. Fisher,	Do.	150 0 0
	Hon. C. Watters,	Do.	57 13 10
	Hon. James Brown,	Do.	150 0 0
	Hon. J. R. Partelow,	Do.	125 0 0
	Thomas Baillie,	Do.	125 0 0
	F. A. H. Straton,	Do.	50 0 0
	Robert Shives,	Do.	28 16 11
	Robert Fulton,	Do.	62 10 0
	John Gregory,	Do.	35 0 0
	J. Woodford Smith,	Do.	45 0 0
	Sundry persons,	War. 216, on Receiver General,	87 10 0
	Do.	316, do.	117 9 0
	Hon. James Brown,	319, do.	327 10 0
	John M'Cluskey,	320, do.	25 0 0
	R. Nichols Dawson, Esq.	321, do.	127 17 5
	Andrew S. Phair,	322, do.	188 15 2
	E. Lockart,	56, 1857, Railway Stock,	1 0 0
	S. L. Bishop,	13, 1859, Agr'tural Society,	60 15 0
	E. B. Smith,	18, Bear Bounties,	10 0 0
	Chief Commissioner Works,	20, On account,	17 0 0
	Hon. C. Fisher,	49, King's College, balance,	100 0 0
	A. M. Short,	56-1, Training School,	6 0 0
	James M'Clintock,	59, Grammer School,	50 0 0
	Chief Commissioner Works,	62, On account,	315 4 9
	Francois Baby,	66, Running a Steamer,	1,000 0 0
	Rufus Fillmore,	68-1, Erecting Oat Mill,	25 0 0
	Hon. N. Parker,	79-1, Salary,	200 0 0
	Hon. Charles Connell,	2, do.	150 0 0
	Hon. W. H. Steeves,	3, do.	150 0 0
	B. Robinson,	4, do.	125 0 0
	Henry Fisher,	5, do.	75 0 0
	W. Carman,	6, do.	75 0 0

Statement of Moneys paid, &c. by the Provincial Treasurer.—Continued.

Date.	To whom paid.	On what account.	Amount.
1859			
Feb. 19	E. H. Duval,	War. 79-7, Salary,	£62 10 0
	James M'Lauchlan,	99-10, do.	62 10 0
	William Smith,	11, do.	68 15 0
	William Clawson,	12, do.	37 10 0
	William M. Smith,	13, do.	50 0 0
	Michael White,	15, do.	25 0 0
	George Thompson,	16, do.	37 10 0
	William Mills,	17, do.	62 10 0
	M. A. Duval,	18, do.	18 15 0
	John Ward,	80, Lunatic Asylum,	1,000 0 0
	G. J. Dibblee,	81, Pensions,	20 0 0
	James M'Lauchlan,	82, Jury Fees,	21 11 0
	D. B. Raymond,	86, do.	20 17 6
	Sundry persons,	88, Attending T. School,	24 0 0
	Postmaster General,	90, Expenses of Office,	1,500 0 0
	Wellington Hatch,	91, Bear Bounties,	10 0 0
	William Mills,	92, Contingencies T. School,	56 1 9
	Dr. William Bayard,	93, Board of Health,	50 0 0
	William Salter,	94, Fishery Warden,	40 0 0
	George B. Bell,	96, Steam Ferry Boat,	60 0 0
	Isaac L. Bedell,	99, Jury Fees,	48 16 0
	Superintendent of Schools,	101, School Book Fund,	71 10 0
	Provincial Secretary,	103, Expenses Legislature,	500 0 0
	John C. Allen,	104, Rep'ing decisions Court,	50 0 0
	Sundry persons,	106, Training School,	12 0 0
	C. P. Wetmore,	108, Clerk of Assembly,	100 0 0
	William Mills,	118, Salary, Training School,	29 3 4
	Sundry persons,	School Warrants,	118 8 9
	Do.	Drawbacks,	41 19 3
	E. Wood,	Per his draft,	6 5 0
	T. R. Robertson,	Do.	50 0 0
	S. Barker,	As a Witness in Sear's suit,	6 0 0
	Robert Jardine,	Warrant 133, Railway,	20,000 0 0
	J. W. Weldon,	Inter. paid on account Savings Bank,	64 7 3
	Robert Jardine,	On account Railway,	5,000 0 0
	Ross Woodrow,	War. 323-1, on Receiver General,	13 3 1
	Chubb & Co.	324-1, do.	46 2 0
	John Davis,	389-2, 1853, Pension,	8 16 8
	Hon. R. Gordon,	460, Jury Fees,	52 12 0
	Chief Commissioner Works,	62, On account,	106 12 0
	W. B. Kinnear,	84, Ballot Boxes,	8 6 3
	R. S. Chandler,	87, Jury Fees,	11 9 6
	A. V. G. Wiggins,	95, Agricultural Society,	18 0 0
	R. D. M'Arthur,	107, Commercial School,	50 0 0
	J. M. Johnson,	111, Agricultural Society,	78 10 0
	Ronald E. Smith,	114, Grammar School,	25 0 0
	Reuben Gross,	116, do.	50 0 0
	Maran Juror,	124, Building Bridge,	40 0 0
	Sundry persons,	School Warrants,	25 6 3
	Do.	Drawbacks,	16 11 8
	R. Douglas, D. T.	Paid him,	30 0 3
	Receiver General,	Warrant 78, Civil List,	3,625 0 0
	Sundry persons,	Protection Revenue,	263 0 10
			£169,771 9 8

STATEMENT of the Provincial Treasurer's Account with the Bank of New Brunswick on 1st March 1859, viz:—Drawn on Cash Credit Account, £14,550 10 2

STATEMENT of Amount advanced by Bank of New Brunswick otherwise, and how authorized, None.

STATEMENT of Amount deposited to the Credit of Railway Construction Account on the 1st March 1859, £14,022 1 6

STATEMENT of Amount to the Credit of Railway Impost Account on the 1st March 1859, £11,920 0 3

STATEMENT of Amount of Railway Impost on hand on the 1st March 1859, £4,517 9 10

STATEMENT shewing where Railway Impost is deposited, and how disposed of, Deposited as received in the Bank of New Brunswick, and remitted from time to time to Messrs. Baring Brothers & Co. to pay Dividends on Debentures;—£7,402 10 5 being in their hands on 1st March 1859.

B. ROBINSON, P. T.

Treasury, Saint John, 12th March 1859.

RETURN OF WARRANTS DRAWN ON THE TREASURY FROM 1st NOVEMBER 1858, TO 21st FEBRUARY 1859.

No.	Date.	Names.	Amount.	SERVICES.
1	1858		£ s. d.	
2	1st Nov.	B. Robinson, Receiver Gen.	3,625 0 0	To pay Civil List for Quarter ending 31st October 1858.
3		Hon. Neville Parker,	200 0 0	Salary as Judge of Supreme Court, for Quarter ending 31st October 1858.
4		Hon. J. M. Johnson,	150 0 0	"
5		Hon. W. H. Steeves,	150 0 0	Chief Commissioner of Works.
6		Beverley Robinson, Esquire,	125 0 0	Provincial Treasurer.
7		Henry Fisher,	75 0 0	Superintendent of Schools.
8		William Carman,	62 10 0	Clerk Supreme Court.
9		Edmund H. Duval,	62 10 0	Inspector of Schools.
10		John Campbell,	62 10 0	Do.
11		John Bennett,	62 10 0	Do.
12		James M'Lauchlan,	68 15 0	Do.
13		William Smith,	37 10 0	Controller, &c. St. John.
14		William Clawson,	50 0 0	Clerk to Controller.
15		William M. Smith,	12 10 0	Inspector of Steamers, Saint John.
16		William Dunlop,	25 0 0	Do. Miramichi.
17		Michael White,	37 10 0	Assistant to Clerk Supreme Court.
18		George Thompson,	6 3 0	Clerk to Superintendent of Schools.
19	3rd	David Pickett,	24 9 0	Jury Fees, October Term, Common Pleas, King's County.
20		Isaac L. Bedell,	25 0 0	September Term, Circuit Court, Saint John.
21		Ronald E. Smith,	10 0 0	For teaching Grammar School, Charlotte, to 1st November 1858.
22		George J. Dibblee,	12 0 0	To pay Bear Bounties in York County.
23	4th	Hannah A. Bull, and Samuel A. Webb, £6 each,	12 0 0	Towards payment of their expenses while attending Training School.
24	5th	Wellington Hatch,	10 0 0	To pay Bear Bounties in Charlotte County.
25		Provincial Treasurer,	304 17 2	To purchase a Bill for £250 Sterling. James Wyld towards Province Map.
26	11th	Henry Piers,	45 0 0	Towards funds of the Union Agricultural Society, King's, 1858.
27		James Miller,	50 0 0	For teaching Northumberland Grammar School, half year ending 1st inst.
28		Robert Jardine,	10,000 0 0	For Railway purposes, from Construction Fund.
29	16th	Samuel L. Bishop,	60 15 0	Towards the Funds of Gloucester Agricultural Society, for the year 1858.
30		Alexander M'Alary,	2 0 0	For taking two prisoners from King's County Gaol to Penitentiary.
31		Edward B. Smith,	10 0 0	To Hannah Whitney, Pension as Widow of an old soldier, King's.
32		A. C. Hammond,	20 0 0	To meet expenses advanced to relieve the Tobique Indians, from Indian Fund.
33	18th	Dr. Wm. Bayard,	50 0 0	" of the Board of Health.
34		E. B. Smith,	10 0 0	To pay Bear Bounties in King's County.

19		S. G. Morse,	10 0 0	To pay Bear Bounties in Albert County.
20		Chief Commissioner Works,	1000 0 0	To meet current expenses of his Department.
21	19th	Samuel Thomson,	10 0 0	To pay Bear Bounties in Northumberland.
22	20th	John Ward,	300 0 0	Towards support of Provincial Asylum,—Annual Grant current year.
23		Do.	500 0 0	To meet expenses incurred for support of Provincial Penitentiary.
24	23rd	William Wallace,	36 1 0	Jury Fees, Common Pleas and Circuit Court, November 1858, Albert County.
25		William Guion,	25 0 0	Towards the funds of the Queensbury Agricultural Society, York.
26		Thomas W. Wood,	50 0 0	For teaching Kent County Grammar School, 15th November 1858.
27		Robert Jardine & Co.	20 0 0	For Seeds furnished Queensbury Agr'l Society, 1857, taken from Grant for current year.
28	25th	F. R. J. Dibblee,	80 10 8	£76 10 8 for Election expenses, 1858, and £4 for Ballot Boxes in 1857.
29	1st Dec.	Geo. E. Baxter, Lavinia A. Riley, Marremented Jenks, Joshua Fenwick, Ann C. Hammond, Susan Henderson, Margaret R. Baird, and H. D. M'Leod, £6 each	48 0 0	Towards payment of their expenses while attending Training School.
30	3rd	T. R. Wetmore,	28 0 0	Salary as Inspector of Schools for Quarter ending 30th April 1858.
31	4th	Andrew Barberie,	150 0 0	Towards the funds of the Restigouche Agricultural Society.
32		Dr. J. M'Laren,	20 17 0	From Sick and Disabled Seaman's Fund, Buctouche, for Medicine and Medical attendance.
33	6th	Provincial Treasurer,	20 10 0	Advanced to pay expenses, &c. of Chinese Interpreter from Boston.
34	7th	Isaac Woodward,	100 0 0	Salary as Secretary to Commissioners of Light Houses, Bay of Fundy.
35	11th	Hon. E. B. Chandler,	10 0 0	To pay Bear Bounty in the County of Westmorland.
36	13th	Rev. Wm. Ferrie,	37 10 0	Balance of the Grant made last year for the African School, Saint John.
37	14th	Hon. John J. Robinson,	100 10 0	Towards the funds of the Campo Bello Fishery Society, 1858.
38	14th	Chief Commissioner Works,	1000 0 0	To meet current expenses of his Department.
39	16th	John Howe,	175 0 0	To pay Messrs. Hatheway & Small bal. of Contract for Mail service, Riv. St. John, 1858.
40	17th	Thomas W. Lee,	50 0 0	For teaching King's Grammar School half year ending 30th November last.
41	20th	James M. Parker,	20,000 0 0	For Railway purposes, from the Construction Fund.
42		John Murray,	25 0 0	Salary as Fishery Warden, County of Charlotte, 1858.
43		George Garby, Mary E. White, Frances Laiferty, & M. E. Courser, £6 each,	40 0 0	Do. do. Saint John, "
44		John Siverwright,	24 0 0	Towards payment of their expenses while attending Training School.
45	21st	Hon. A. M'L. Seely,	50 0 0	For teaching Gloucester County Grammar School half year ending 1st instant.
46	22nd	Hon. James Davidson,	100 0 0	Balance of bonus for Steam Tug in Miramichi River last Season.
47	24th	Henry Fisher,	150 0 0	Out of last year's Grant for Lazaretto at Tracadie.
48	28th	Hon. Charles Fisher,	32 4 0	Contingencies connected with Education Office.
49		Hon. J. S. Saunders,	250 0 0	From College Endowment Fund for the year 1858.
50		George J. Dibblee,	125 0 0	Salary as Clerk of the Crown on the Circuits for half year ending 1st instant.
51	29th		10 0 0	To pay Bear Bounties in the County of York.

Return of Warrants drawn on the Treasury from 1st November 1858, to 21st February 1859.—Continued.

No.	Date.	Names.	Amount.	SERVICES.		
				£	s. d.	
52	1858-59	John Ansley,	37	10	0	Salary as Clerk Board of Health, Saint John, Quarter ending this date.
53	31st Dec.	George L. Harding,	25	0	0	In full for Salary as Railway Director up to 31st December 1858.
54	3rd Jan.	John Duncan,	15	0	0	Salary as Fishery Warden in the County of Restigouche for 1858.
55	4th	Christopher Boutenhouse,	250	0	0	Balance of £500 for Steamer between P. E. Island and this Province for 1858.
56		Aseneath M. Short, Wm. S. Estey, & Cath. McGlinchey, } £6 each,	18	0	0	Towards payment of their expenses while attending Training School.
57		John Robb,	23	1	6	Jury Fees Common Pleas, December 1858, County of Westmorland.
58		Isaac L. Bedell,	73	9	0	" viz: Provincial Circuit Court, £60 10s.; Mayor's Court, December, £12 10s.
59		James M'Clintock,	50	0	0	Salary for teaching Sunbury Grammar School, half year ending 24th December, 1858.
60	8th	James York,	100	0	0	Towards the funds of Wakefield and Brighton Agricultural Society for 1857.
61		Samuel Thomson,	10	0	0	To pay Bear Bounties in Northumberland County.
62	10th	Chief Commissioner Works,	1000	0	0	To meet current expenses of his Department.
63	11th	Robert Stevenson,	45	0	0	Towards the funds of the Charlotte County Agricultural Society.
64		J. W. Duval,	12	10	0	Salary as Teacher of the Loch Lomond African School, Quarter ending 6th inst.
65		James McCoy,	50	0	0	Salary for teaching the Carleton County Grammar School, half year ending 31st Dec. inst.
66	13th	Francois Baby,	1000	0	0	For running Steamer between Canada and certain Ports in this Province.
67		Robert Boyd, James C. Ryan, and Ann Duncan, } £6 each,	18	0	0	Towards payment of their expenses while attending Training School.
68		Rufus Fillmore,	25	0	0	For Oat Mill, Coverdale, Albert.
69		Solomon Pearson,	25	0	0	For Oat Mill, Harvey, Albert.
70	15th	John Wilkinson,	117	10	11	£100, being in full for correcting proof sheets of Maps, &c. and £17 10 1 for advances connected therewith.
71		Chief Superintend't Schools,	17	16	10	Travelling expenses up to November 1858.
72		Robert Jardine,	25,000	0	0	For Railway purposes, from the Construction Fund.
73		Do.	10,000	0	0	Do. Do.
74		Provincial Treasurer,	24	8	11	Amount advanced to Emigration Officer for Emigration purposes.
75		Chief Superintend't Schools,	31	15	0	To pay travelling expenses of the four School Inspectors in May and December 1858.
76		Do.	11	5	6	" Postage.
77	17th	Theophilus DesBrisay,	10	0	0	" Bear Bounties in the County of Gloucester.
78	21st	T. R. Wetmore	10	0	0	Do. Do. Queen's.
79		George J. Bliss,	7	12	0	Jury Fees, January Term, Sunbury, General Sessions.
80		John H. Reid,	150	0	0	Towards the funds of York Agricultural Society for 1858.

77	27th	Wm. J. Berton,	1,250	0	0	In consideration of his surrendering his Mining Leases.
78		John Maynard,	1,000	0	0	Do. Do.
79		Henry E. Sypher,	250	0	0	Do. Do.
80	31st	Receiver General,	3,625	0	0	To pay Civil List for Quarter ending this date.
81		Hon. Neville Parker,	200	0	0	Salary as Judge of Supreme Court, for Quarter ending this date.
82		Hon. Charles Connell,	150	0	0	Do. Postmaster General,
83		Hon. W. H. Steeves,	150	0	0	Do. Chief Commissioner of Works,
84		Beverley Robinson,	125	0	0	Do. Provincial Treasurer,
85		Henry Fisher,	75	0	0	Do. Chief Superintendent of Schools,
86		William Carman,	75	0	0	Do. Clerk of the Supreme Court,
87		E. H. Duval,	62	10	0	Do. Inspector of Schools,
88		John Campbell,	62	10	0	do. do.
89		John Bennett,	62	10	0	do. do.
90		James M'Lauchlan,	62	10	0	do. do.
91		William Smith,	68	15	0	do. do.
92		William Clawson,	37	10	0	do. do.
93		William M. Smith,	50	0	0	do. do.
94		William Dunlop,	12	10	0	do. do.
95		Michael White,	25	0	0	do. do.
96		George Thompson,	37	10	0	do. do.
97		William Mills,	62	10	0	do. do.
98		Mary A. Duval,	18	15	0	do. do.
99		John Ward,	1000	0	0	Towards the support of Lunatic Asylum the current year.
100		George J. Dibblee,	20	0	0	To pay Pensions of two Widows of Old Soldiers.
101		James M'Lauchlan,	21	11	0	Jury Fees, January General Sessions, Carleton County.
102		Hon. R. Gordon,	20	8	6	Do. Gloucester.
103		Hon. W. B. Kinnear,	8	6	3	To pay for Ballot Boxes to be used at Elections General Assembly.
104		Moses M. Sargeant,	26	2	0	Do. Jury Fees, January Sessions, Northumberland.
105		D. B. Raymond,	20	17	6	Do. do. do.
106		Rufus S. Chandler,	11	9	6	Do. do. Common Pleas, Kent.
107		Lacy A. Burns, Sarah C. Owens, Keziah E. Gorbell, Louisa E. Saunders, and Ellen Perrigo, £6 each,	30	0	0	Towards payment of their expenses while attending Training School.
108	1st Feb.	Provincial Treasurer,	586	10	4	To reimburse amount advanced for Packet Postage to 31st October last.
109	3rd	Postmaster General,	1,500	0	0	To meet current expenses of his Department.
110		Wellington Hatch,	10	0	0	To pay Bear Bounty, Charlotte.
111		William Mills,	56	1	9	Expense in fitting up Room for Provincial Training School.
112	5th	Doctor William Bayard,	50	0	0	To meet current expenses of Board of Health.
113		William Salter,	40	0	0	Salary as Warden of the Fisheries, Northumberland.

Return of Warrants drawn on the Treasury from 1st November 1858, to 21st February 1859.—Continued.

No.	Date.	Names.	Amount.			SERVICES.
			£	s.	d.	
95	1859					
96	5th Feb.	A. V. G. Wiggins,	18	0	0	Towards the funds of the Sunbury Agricultural Society for 1858, additional.
97		George B. Bell,	60	0	0	For services of Steam Ferry Boat, Newcastle and Chatham.
98		Samuel Thomson,	30	0	0	To pay Pensions of three Widows of Old Soldiers, Northumberland,
99		Edward Simpson,	11	9	0	Jury Fees, January Sessions, Queen's.
100	8th	Isaac I. Redell,	48	16	0	Do. Saint John.
101	9th	Samuel Thomson,	10	0	0	To pay Bear Bounty, Northumberland.
102		Superintendent of Schools,	71	10	0	Towards Parish School Book Fund, repayment of amount paid into General Revenue.
103	12th	J. C. Pinguet,	37	10	0	Salary as Inspector of Schools, Victoria, for three Quarters, as per Certificate.
104		Provincial Secretary,	500	0	0	On account of pay and travelling expenses of Members of General Assembly.
105		John C. Allen,	50	0	0	For Reporting and Publishing Decisions in Supreme Court, 1854.
106	15th	Robert Shives,	57	10	8	Amount of Contingencies of Emigration Office to 1st February 1859.
		Mary C. Glendenning, Chas. } W. Kiersted, and Emily }				
		C. Read, £6 each,	18	0	0	Towards payment of their expenses while attending Training School.
107		Robert D. M'Arthur,	50	0	0	Towards support of Commercial and Collegiate School, Saint John.
108	16th	Charles P. Wetmore,	100	0	0	On account of his Salary as Clerk House of Assembly the present Session.
109		Thomas N. Woodman,	50	0	0	Salary as Teacher Westmorland Grammar School, half year ending 25th Dec. last.
110		Geo. Kerr, R. Hutchison, and John Harley,				
111		John M. Johnson, Senior,	200	8	9	Amount of Account of expenditure as Commissioners of Gulf Lights for 1858.
112		Roderick M'Leod,	78	10	0	Towards the funds of Northumberland Agricultural Society, 1858.
113		Allan M'Lean,	64	10	0	Do. Alnwick do.
114	17th	Ronald E. Smith,	50	10	0	Do. Grand Lake do.
115		Joseph Green,	25	0	0	Salary as Teacher of Charlotte Grammar School, Quarter ending 1st instant.
116		Reuben Gross,	5	0	0	Amount due his Mother at her death, Widow of an Old Soldier, Carleton County.
117		W. Salter and E. Williston,	50	0	0	Salary as Teacher of Albert Grammar School, half year ending 5th instant.
118	18th	William Mills,	41	0	0	To reimburse advances made to Northumberland Indians, from Indian Fund.
119	19th	Provincial Secretary,	29	3	4	Balance of Salary short paid last year as Teacher of Training School.
120	21st	James Mitchell,	100	0	0	Towards payment of Contingencies of present Session of General Assembly.
121		Lorenzo Drake,	35	2	0	For taking two Prisoners to Provincial Penitentiary.
			25	0	0	Salary as Fishery Warden at Grand Manan for 1858.

S. L. TILLEY, Prov. Sec'y.

Statement of Warrants issued to pay Jury Fees for services of Jurymen at the Courts of Common Pleas throughout the Province.

IN THE YEAR 1857.				IN THE YEAR 1858.			
No.	County.	Amount.	Remarks.	No.	County.	Amount.	Remarks.
72	Saint John,	£15 13 6	Commencing from 1st Jan. '57.	120	Gloucester,	£14 4 0	Commencing 1st Jan. 1858.
75	Northumberland,	11 10 0		126	York,	26 1 6	
82	Carleton,	12 13 0		128	Kent,	22 2 0	
83	York,	15 0 0		164	Northumberland,	18 19 0	
84	Victoria,	7 15 0		165	Victoria,	18 6 0	
96	Queen's,	13 5 0		168	Queen's,	16 4 0	
99	Sunbury,	9 12 0		170	Sunbury,	11 12 6	
142	King's,	10 2 6		196	Carleton,	12 19 0	
143	Sunbury,	11 2 6		198	King's,	7 1 0	
163	Saint John,	21 15 0		277	Charlotte,	21 13 6	
243	Westmorland,	11 9 0		289	Saint John,	13 15 6	
259	Carleton,	14 13 0		319	Do.	12 0 0	
266	Albert,	11 9 6		328	Westmorland,	16 2 0	
269	Sunbury,	7 10 0		333	York,	20 6 0	
272	Victoria,	13 2 6		343	Sunbury,	9 11 0	
285	Northumberland,	24 3 0		350	Kent,	22 1 6	
311	Gloucester,	11 14 0		351	Albert,	5 9 0	
312	Queen's,	17 13 6		353	Victoria,	18 17 6	
386	Kent,	23 12 0		358	Gloucester,	15 2 6	
389	Restigouche,	4 12 0		368	Carleton,	6 19 0	
391	Charlotte,	35 11 0		375	Queen's,	15 11 0	
438	Saint John,	19 15 0		378	Northumberland,	29 18 6	
452	Do.	19 5 6		437	Restigouche,	12 17 6	
				467	Saint John,	13 3 0	End of Fiscal year.
8	King's,	£342 18 6	At end of Fiscal year.	3	King's,	6 3 0	
54	Albert,	11 7 6		24	Albert,	17 3 0	
94	Saint John,	7 5 0					
		19 7 6					
		£380 18 6	Total amount for the year 1857.			£404 1 8	Total amount for 1858.

EUROPEAN AND NORTH AMERICAN RAILWAY.

Reports and Accounts of the Railway Commissioners of the Province of New Brunswick for the Year 1858.

RAILWAY COMMISSIONERS' OFFICE,

Saint John, N. B., 2nd February, 1859.

TO THE HONORABLE THE PROVINCIAL SECRETARY,

SIR,—The Commissioners beg to submit, for the information of His Excellency the Lieutenant Governor in Council, a Report on the state of the Railway Works under their charge.

Quarterly Accounts of all Expenditures, Liabilities, and Receipts, have already been furnished to the Auditor General as the law directs.

The following Balance Sheet and Abstracts of Accounts, made up to the end of the financial year (31st October 1858,) will show the Expenditure and Receipts from the commencement of operations under the Government, including the amount paid Messrs. Peto, Betts, Brassey, and Jackson.

CAPITAL ACCOUNT—31st October, 1858.

				DR.				
Engineering, ... ..	...	...	per Abstract A,	£35,407	15	2
Permanent Way, ... ..	...	...	“ B,	193,886	17	6
Buildings, ... ..	...	...	“ C,	17,874	13	5
Rolling Stock and Machinery, ... ..	...	...	“ D,	42,885	5	11
Miscellaneous Stock, ... ..	...	...	“ E,	1,563	9	2
General Expenses, ... ..	...	...	“ F,	5,851	8	3
						£297,469	9	5
Expenditure on Sections Nos. 2 and 4, Saint John, and No. 3, Moncton, ... ..	...	...	“ G,	£58,159	5	0
Do. on sundry unfinished Sections, ... ..	...	...	“ H,	143,267	1	2
Do. on other Contracts, ... ..	...	...	“ I,	5,696	1	9
						207,122	7	11
Balances of unsettled Accounts, ... ..	...	...	...	£102	15	9
Cash, ... ..	...	...	...	154	2	9
Traffic Department, (not received at this date,) ... ..	...	...	...	447	16	0
General Stores on hand, ... ..	...	...	...	20,395	5	5
						21,099	19	11
						£525,691	17	3
				CR.				
Treasury Department,	£517,618	0	2
Baring Brothers, due them in Account,	£7,109	1	0		
Bank of New Brunswick, (Over-drawn Account,)	216	16	9		
						7,325	17	9
Balance,	747	19	4
						£525,691	17	3

REVENUE ACCOUNT—To 31st October, 1858.

DR.			
Locomotive Power,	per Abstract K,	£4,294	17 10
Merchandise and Passenger Cars,	“ L,	1,330	10 9
Maintenance of Way and Buildings,	“ M,	327	13 9
General charges,	“ N,	1,306	12 1
Balance,			£7,259 14 5
			747 19 4
			£8,007 13 9
CR.			
Traffic Receipts, Saint John, to date,			£2,917 0 11
D. P. Myers, Section No. 2, Saint John, (use of Trains, &c.)		£368	15 0
Do. do. “ “ (wages of Drivers, &c.)		373	0 0
Walker & Co. do. No. 5, “ “ “		337	10 0
J. Brookfield, do. No. 4, “ “ “		296	0 0
			1,375 5 0
Traffic Receipts, Shediac and Moncton,			2,476 19 7
Walker & Co., Shediac Wharf, (use of Engines, &c.)		£122	10 0
Do. Section No. 1, Shediac, do.		361	10 8
Wm. Stevens, “ 2, “ do.		198	11 0
Walker & Co., “ 1 & 2, “ do.		124	0 0
Permanent Way,		431	16 7
			1,238 8 3
			£8,007 13 9
			£8,007 13 9

GENERAL BALANCE SHEET—To 31st October, 1858.

Balance from Capital Account, <u>£747 19 4</u>	Balance from Revenue Account, <u>£747 19 4</u>
<i>Saint John, N. B., 30th October, 1858.</i>	

Abstract A.—Engineering.

Salaries and Office Expenses, (of this paid by Jackson, £7,000 0 0)	...	£14,900	16 4
Surveying, &c. do. 5,000 0 0	...	11,835	10 0
Travelling Expenses and Incidentals, do. 3,208 3 10	...	6,179	19 7
Instruments and Drawing Material, do. 25 0 0	...	506	15 9
Inspectors, do. ... ..	...	1,613	17 6
Miscellaneous, do. ... ..	...	370	16 0
			£35,407 15 2
			£35,407 15 2

Abstract B.—Permanent Way.

Labour by Contract or otherwise, ... ..	...	£101,178	19 1
Rails, Chairs, Ties, Signals, &c. &c. ... ..	...	57,023	10 1
Land Damage, ... ..	...	19,331	17 9
Miscellaneous, ... ..	...	16,352	10 7
			£193,886 17 6
			£193,886 17 6

Abstract C.—Buildings.

Shediac Station House,	£875	0 0
Freight Shed,	404	1 8
Engine, Car, and Wood Shed,	563	7 8
Machine, Blacksmiths' and Carpenters' Shop, and Store House,	959	13 10
Tank House and Privies,	85	10 10
Telegraph Office,	53	2 7
		£2,940 16 7
Ticket Office, &c. Saint John,	185	0 0
Advanced on Account of New Buildings, Pile driving, Plans, &c. Saint John,	723	12 9
		£3,849 9 4
		£3,849 9 4

Carried forward,

						<i>Brought forward,</i>	£3,849 9 4
Moncton Station House,					£1,554 4 11		
Freight Shed, &c.					318 18 3		
Car Shed,					220 3 3		
Wood Shed and Tank House,					234 6 0		
Freight Shed on Wharf,					274 6 0		
						£2,601 18 5	
Kennebecasis Station House,					£656 18 3		
Wood Shed, Tank House, including Water Pipes, &c.					747 19 6		
						1,404 17 9	
							4,006 16 2
Way Station Platforms, &c. on Line,							324 13 6
Shediac Wharf,					£8,086 2 8		
Moncton,					559 16 6		
Appleby's,					373 15 3		
						9,019 14 5	
Engineer's Office, Wetmore's Lake,					£37 10 0		
Engine House, Lawlor's Lake,					65 0 0		
Stables, &c. "					90 0 0		
Range of Houses, "					185 0 0		
Blacksmith, and Carpenters' Shop,					52 0 0		
Range of Houses at Scadouc,					100 0 0		
Shanty and Stable near Stevens',					35 0 0		
Engine House and Wood Shed, do.					109 10 0		674 0 0
						£17,874 13 5	

Abstract D.—Rolling Stock and Machinery.

Engines and Tenders,							£18,226 1 2
Spare Gear,							1,412 3 8
Tools and Implements,							1,653 7 9
Snow Ploughs,							505 0 0
Stationary Engines,							570 13 0
Passenger Cars, including outfit,							5,547 3 10
Freight Cars,							3,213 13 11
Platform Cars,							4,722 15 10
Ballast Cars,							6,772 0 0
Miscellaneous, including Track Tools,							262 6 9
						£42,885 5 11	

Abstract E.—Miscellaneous Stock.

Furniture in General Offices,							£966 6 6
Furniture in Stations,							351 16 2
Horses and Carriages for Engineers and Police,							245 6 6
						£1,563 9 2	

Abstract F.—General Expenses.

Salaries and Office Expenses, Books and Stationary, Rents, &c.							£2,915 11 4
Insurance,							164 19 0
Interest and Commission,							292 8 2
Postages, Printing, and Telegraph Expenses,							632 11 1
Police Expenses,							1,019 1 2
Miscellaneous, including Travelling Expenses,							826 17 6
						£5,851 8 3	

Abstract G.—Section Contracts.

Advanced to Contractor D. P. Myers, Section No. 2, St. John,					£38,598 11 10		
Iron Bridge and other Materials,					2,479 2 9		
						£41,077 14 7	
Advanced to Contractor John Brookfield, No. 4, St. John,					£15,272 3 8		
Sundry Materials,					353 9 7		15,625 13 3
Ballasting Section No. 3, Moncton, Walker & Co.							1,455 17 2
						£58,159 5 0	

Abstract H.—Section Contracts.

Walker & Co., Section No. 5,	St. John,	...	...	£30,285	5	1	
Do.	"	6,	"	Advance to date,	12,079	3	4
Do.	"	5 and 6,	"	Rails, Chairs, &c.	16,489	9	7
							£58,853 18 0
Johnson & Blackie,	"	7,	Hampton,	£14,333	18	4	
Do.	"	7,	"	Rails, Chairs, &c.	6,065	0	6
							20,398 18 10
D. P. Myers,	"	8,	"	...	£10,340	17	11
Rails, Chairs, &c.				...	1,423	13	5
							11,764 11 4
Thos. King,	"	9,	...	£4,205	3	9	
Rails, Chairs, &c.			...	...	2,423	19	11
							6,629 3 8
M'Donald & M'Bean,	"	4,	Salisbury,	£13,330	6	9	
Rails, Chairs, &c.			...	...	7,006	7	7
							20,336 14 4
Walker & Co.	"	5,	"	£6,270	10	3	
Rails, Chairs, &c.			...	...	3,630	7	0
							9,900 17 3
Wm. Stevens,	"	14,	Sussex—Stores,	...	...	...	3 0 0
Small & Crosby,	Hammond River	Viaduct, Advances,	...	£9,112	1	9	
Iron Bridge, and other Materials,		...	...	...	6,267	16	0
							15,379 17 9
							£143,267 1 2

Abstract I.—Sundry Contracts.

John Brookfield, Station Grounds and Buildings, &c.,	St. John,	£2,186	13	9	
Fleming & Humbert, Locomotives,	...	497	9	8	
Moreton & Earle, Fencing Section Nos. 5 and 6,	...	1,186	9	4	
Frederick James, Passenger Cars, &c.	...	1,498	1	11	
					£5,368 14 8
George Craig, Frogs and Switches,	...	£65	0	0	
Rails, Chairs and Iron,	...	262	7	1	
					327 7 1
					£5,696 1 9

Abstract K.—Locomotive Power.

Salaries and Wages connected with running the Locomotives,	...	...	£1,978	2	7
Firewood,	...	...	1,068	12	4
Oil, Tallow, and Waste,	...	...	324	1	0
Materials for repairing Engines and Tenders,	...	...	41	19	9
Wages for repairing Engines and Tenders,	...	...	48	16	1
Work not done by the Railway,	...	...	222	2	1
Repairs to Work Shops, Tanks, and Tools,	...	...	1	12	1
Water,	...	...	84	10	1
Small Stores,	...	...	20	13	3
Watchmen,	...	...	437	7	3
Miscellaneous,	...	...	67	1	4
					£4,294 17 10

Abstract L.—Merchandise and Passenger Cars.

Wages to Conductors, Brakemen, and Porters,	...	...	£803	8	5
Oil, Tallow, and Waste,	...	...	125	11	9
Materials for Repairing Cars,	...	...	15	10	1
Wages for Repairing Cars,	...	...	32	15	1
Work not done by the Railway,	...	...	97	1	9
Small Stores,	...	...	6	19	3
Wages to Switchmen,	...	...	186	8	2
Miscellaneous,	...	...	62	16	3
					£1,330 10 9

Abstract M.—Maintenance of Way and Buildings.

Inspectors, Plate-layers, and Labourers' Wages, and Tools,	£314	4	5
Repairs to Stations, Buildings, and approaches,	13	8	1
Small Stores,	0	1	3
	<u>£327</u>	<u>13</u>	<u>9</u>

Abstract N.—General Charges.

Salaries to Officers and Clerks,	£746	16	10
Advertising, Printing, and Stationery,	194	19	0
Insurance,	218	13	6
Damages to Men, Animals, and Goods, &c.	46	4	9
Miscellaneous,	99	18	0
	<u>£1,306</u>	<u>12</u>	<u>1</u>

EUROPEAN AND NORTH AMERICAN RAILWAY.

Statement shewing the Amount of Expenditure to the different periods hereinafter named.

1856—July 6.	Purchase of Road and Materials from Messrs. Peto, Betts, Brassey & Jackson, £90,000 Sterling, or	£108,000	0	0
1857—April 1.	Expenditure under superintendence of A. L. Light, Chief Engineer,	58,452	11	11
Aug. 15.	Expenditure under first Board of Commissioners, W. H. Scovil, Chairman,	41,344	11	7
1858—Oct. 31.	Expenditure under present Board of Commissioners, R. Jardine, Chairman,	317,292	15	0
	Total,	<u>£525,089</u>	<u>18</u>	<u>6</u>

Statement shewing the actual cost of the Railway from Gilbert's Lane, Saint John, to Kennebecasis Station.

Labour of Grading, Masonry, Rock and Earth Excavation, &c. paid Myers, Brookfield, and Walker & Co.	£63,565	14	1
Proportion of work done by Jackson & Co.	2,187	10	0
Rails, Chairs, Spikes, Girders, Frogs and Switches, Sleepers, &c.	17,971	0	5
Fencing,	2,029	9	10
Levelling, Ridging, Siding, Sloping, Ditching, &c. &c.	2,842	13	6
Materials, Iron, Timber, Pile Shoes, &c. &c.	6,076	16	3
Proportion of Engineering Expenses,	6,396	4	1
9 3-5 miles @ £10,528 0 5 per mile. Total,	<u>£101,069</u>	<u>8</u>	<u>2</u>

Statement shewing the actual cost of the Railway from Moncton to Shediac.

Labour of Grading, Masonry, Rock and Earth Excavation, &c. paid Walker & Co. William Stevens, and John Brookfield,	£58,948	6	3
Proportion of work done by Jackson & Co.	17,812	10	0
Rails, Chairs, Spikes, Frogs and Switches, Sleepers, &c.	35,317	2	11
Iron Girders, Rails, &c. &c. for Scadouc Bridge,	3,502	11	10
Sidings, Sloping, Soiling, Ditching, &c. &c.	2,562	3	11
Fencing,	2,768	3	3
Materials, Iron, Timber, Pile Shoes, &c. &c.	7,730	5	4
Proportion of Engineering Expenses,	7,453	15	10
20 4-5 miles @ £6,543 0 6 per mile. Total,	<u>£136,094</u>	<u>19</u>	<u>4</u>

Statement shewing the actual cost of Construction, Grading, Roadway, &c. of Station Grounds from Mill Street to Gilbert's Lane, St. John, to 30th April, 1857.

Labour of Grading, Masonry, Pile Driving, &c. paid Walker, Brookfield & Myers,	£4,191	18	8
Materials, Timber, Iron, Rails, Spikes, Pile Shoes, &c. &c.	3,733	19	7
	<u>£7,925</u>	<u>18</u>	<u>3</u>

In the Appendix will be found,—

Report by Chief Engineer on the state of the works, with Estimate of probable cost.

Reports by William Parker, Esquire, C. E.

On the Railway Works: On the Rolling Stock: and on the Staff of Officers.

Report by the Superintendent, with summary of Plant, Stores, and Materials purchased from Jackson and Company, and since acquired by the Province.

Report by the Superintendent, with Traffic Returns.

Statement of proposed Stations on the Line.

Statement of amounts claimed, awarded, and paid for Land Damages.

It will be seen by the Chief Engineer's Report, that the probable cost of the Railway between Saint John and Shediac completed, including station buildings, wharves, rolling stock, land damages, and the £90,000 sterling paid to Messrs. Jackson and Company, will be £927,976 9 2 currency, or £773,313 14 10 sterling, equal to £8,500 currency, or £7,083 sterling per mile.

The Commissioners have every reason to believe that the final cost will not exceed this sum.

It will be observed from this Report, that the Railway will be of a very substantial character, capable of being run at high speed, and kept in repair at a minimum rate of cost. All the Bridges over 40 feet span will be of iron, the rails of the best Staffordshire iron, and the width of embankments, slopes, ballasting, and drainage, such as to ensure permanence.

The following comparative estimate will shew that this Railway, especially when the permanent character of its structure is considered, will, as regards cost and quality, compare favourably with any other on the Continent.

Statement shewing the average cost per mile of the European and North American Railway, compared with that of Nova Scotia and the Railways of the State of New York.

PARTICULARS.	AVERAGE COST PER MILE.		
	Nova Scotia Railway, 92 8-10 miles, including 5 9-10 miles of Double Track and Sidings.	New York Railways, 2,617 miles, including 570 miles Double Track and Sidings.	European and North American Railway, 109 18-100 miles, including 54 miles of Double Track and Sidings.
Grading, Masonry, and Bridges,.....	£5,086 8 3	£3,614 15 4	£4,091 14 0
Superstructure, including Iron,.....	2,898 1 8	3,299 5 0	2,281 9 0
Station Buildings and Fixtures,.....	435 2 2	557 7 6	224 10 0
Locomotive Engines and Cars,.....	1,113 1 1	1,521 6 6	786 16 0
Land, Land Damages, and Fences,.....	167 17 8	1,106 15 0	493 10 0
Engineering and Salaries,.....	356 11 11	409 10 0	253 12 0
Other items not included in above,.....	986 13 7	2,189 5 0	367 19 0
	£11,043 16 4	£12,698 4 4	£8,499 10 2

It is stated in the Report for 1858 of the Grand Trunk Railway Company of Canada, that the cost of that Railway will be £10,000 sterling per mile.

The Great Western Railway, the next Road in point of importance in Canada, extending from the Niagara River to Windsor opposite Detroit, a distance of 228 miles, through a much more level and easy country, with an alignment, gradients, road bed, superstructure, and general finish, certainly not superior to the proposed European and North American Railway, with wooden Bridges which are being renewed with iron superstructures, has cost by the last reports upwards of £15,000 currency per mile.

The traffic returns shew a profit over working expenses of £747 19 1.

When it is considered that to ensure safety and accommodation to the public, nearly as large a staff has to be employed for the short lengths now run, as would suffice for a much greater distance, there is good reason to suppose that with the extension of the Railway, a more than corresponding increase in the profits may be expected; and the Commissioners feel satisfied that when Hampton and Sussex are reached,

reached, a considerable per centage on the cost of the Road over working expenses will be realized.

The Books are now kept on the system in use by the Grand Trunk Railway of Canada. All Accounts from the commencement of the Railway operations have been brought up in the new set of Books.

The Stations on the Line have been fixed at places which, from all the information in the possession of the Commissioners, will best serve the public and the requirements of the road.

There will be ten Wood and Water Stations, and eighteen intermediate or Flag Stations.

Three Bridges will be required over the Kennebecasis River in connection with the Railway, at or near Mill Stream, the Finger Board, and the site of the former Toll Bridge.

It will be observed that the cost of land and grading for the terminal Station at Saint John amounts to a large sum. Under the Company the Station grounds were selected to the eastward of the Marsh Bridge, as will be seen from the following extract from the Minutes of the Directors :—

“ At a Special Meeting of the Directors of the European and North American Railway Company’ held 15th September 1853, at noon—Present :

R. Jardine, <i>President</i> ,	Hon. Mr. Chandler,
George Botsford,	“ Hazen,
D. J. M’Laughlin,	“ Wilmot,
S. L. Tilley,	“ Montgomery,
W. J. Ritchie.	“ Gray,
Hon. John Robertson,	“ Hayward.

Moved by Mr. Gray, seconded by Mr. Wilmot—

Resolved, That the Terminus at Saint John be on the Lands of Henry Gilbert, Esquire, in the vicinity of the Marsh Bridge, and on the lands in Courtney Bay ; and that Mr. Giles be requested to prepare a plan showing the quantity and position of land required in both places ; and that an application be made to the Government for a grant of so much of the said lands at Courtney Bay as may be necessary for such purpose, and negotiations forthwith entered into to purchase the same from Mr. Gilbert, or otherwise obtain possession thereof agreeably to law.”

The land selected by Mr. Giles, in accordance with this Resolution, was about ten acres between the Marsh Road and the Creek, on which no grading would have been required, and no buildings or building lots interfered with.

Soon after the Railway was transferred to the Government, it would appear that a different terminus was selected, as the Railway Track, after crossing the Creek at about a mile to the eastward of the Marsh Bridge, was altered so as to pass in a straight line north of the Creek close to Gilbert’s Island, and through the Valley and Mill Pond to a Station at Mill Bridge.

This line avoided the level station grounds selected by the Company, and passed over a summit of twenty feet near the Valley Church, by an ascending grade of 70 feet per mile, and a descending grade to the station in the Mill Pond of 100 feet per mile.

The Railway was constructed by the Government over this summit, although it was then well known that no grade on any other portion of the road would exceed 45 feet to the mile, and that consequently the Railway could not be worked economically until this grade was reduced to the maximum.

On the 1st August 1857, the Commissioners Messieurs W. H. Scovil, F. W. Hatheway, and Joseph Myshral, put upon record the track between Gilbert’s Island and the Mill Bridge, and five acres in the Mill Pond, and three acres at Gilbert’s Lane, for station grounds.

Immediately thereafter several of the persons whose land had been taken applied for damages, and the present Commissioners who took office on the 15th August, having no power under the law to give up or re-convey lands so taken, had to pay for a considerable portion of it, and in such circumstances did not feel warranted in entertaining the question of a change of station grounds.

Finding that the price demanded for the five acres in the Mill Pond was £39,000 ; that to fill it up and make this site suitable for a station would cost at least £10,000 more ; and that a deep cutting would have to be made through the summit to bring it to the level necessary for station grounds, the Commissioners, after much consultation with

with

with the Chief Engineer and Mr. Parker, determined to place the passenger station on the track between Dorchester and Garden Streets, to cut down the summit 9 feet so as to reduce the grade between the passenger station and the engine and car station at Gilbert's Lane to a grade of 45 feet to the mile; but even with this modification the cost of the station grounds is much greater than is desirable.

As a passenger station, engine house, and car sheds had to be provided for the traffic consequent on opening the Road to Hampton next Summer, the Commissioners had to decide between erecting temporary buildings, and incurring a considerable expense in grading the track and station grounds to the necessary level, and erecting permanent buildings. The latter course was adopted, and on reflection the Commissioners do not see that they could with propriety have decided otherwise.

The Commissioners have not yet determined on a mode of communication with the tide waters of Saint John.

There are three ways by which this can be obtained,—

First, by placing the freight terminus at Courtney Bay, and constructing wharves and a wet dock on the flats there as was originally determined on by the Company; and eventually, if found necessary, skirting the peninsula on which St. John is built, and running round the head of the wharves from the Breakwater to the Market wharf.

Second, by running from Mill Street across the head of North Slip, Hare's wharf, and Hon. John Robertson's wharf to the Market wharf.

Third, by extending the line of Railway westwardly towards the Falls of the River St. John by the ends of Long and St. Helena wharves, and so forming a deep sea wharf from Mill Street to Rankin's wharf.

Whichever of the three modes is determined on, it will we doubt not be found necessary in time to have a larger space for freight terminus than can be found between Gilbert's Lane and Mill Street, and land for this purpose can only be obtained in sufficient quantity and at a moderate price on the flats at Courtney Bay.

As there is some doubt whether the Commissioners have power under the law to take or construct wharves, or branch lines, further legislation will probably be required regarding this.

It would be also desirable to give power to the Commissioners to re-convey land taken and found not to be required.

The estimate of £30,000 for land damages is based on the present mode of appraisal being continued. If the law is altered so as to meet the views of landowners, it is hard to say what the damages would amount to.

The only portion of the track on which no appraisements have been made, between Sussex and Salisbury, is mostly in wilderness.

In England the cost of land taken for railways averaged ten thousand pounds per mile, although it has since been ascertained that the increase of value to land through which Railways passed would have been an ample equivalent to landowners for all the land taken, and that it will be so to even a greater extent in this country there is no reason to doubt.

In any County of the Province, landowners generally would be willing, with a Railway in prospect, to grant free right of way, in the belief that the benefits would compensate the damages; and in King's and Westmorland Counties, nearly three fourths of the track, as originally laid out, was granted. Nothing has since occurred to lessen the beneficial effect of Railways.

There are four level crossings of the main Post Road between Saint John and Shediac: at Sussex, Petitcodiac, Moncton, and Dorchester Road. At all other crossings Bridges are erected.

Although not provided for by law, level crossings have been made on every farm where practicable. In cases where Bridges over or under the Railway would have been necessary the Commissioners have considered it more for the public interest to pay damages for want of access.

The Tariff has been a subject of much consideration to the Commissioners. In Nova Scotia the fare for first class passengers has been fixed at 2d. currency per mile; in the United States it ranges from 2 to 4 cents; and in England is about 2d. sterling.

It has been ascertained that the cost of carrying passengers in the United States is 2 7-12 cents per mile, and that the paying point is 3 cents per mile.

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The Commissioners have determined on a rate of three cents per mile, with the usual deductions for family and season tickets.

The Locomotive manufactured by Messrs. Fleming and Humbert last year has proved an efficient machine, equal in all respects to specification. A contract has been made with the same firm for two more Locomotives to be delivered this season at United States prices.

Passenger, Freight, and Platform Cars, have all been subjected to competition in this market, and are now being constructed at rather less than United States prices.

Wheels and axles for passenger and freight cars have been procured from known makers in England and the United States. Some made here are now being proved under ballast cars.

The Commissioners have purchased rails, chairs, and iron girders in England through Messrs. Baring Brothers. Instructions have been given to ask tenders for these materials from the first houses in the trade, and to accept the lowest.

Tenders are also to be taken in Liverpool for freight, as cargoes are ready.

All articles are manufactured under the supervision of an Inspector appointed by the Commissioners.

Full insurance is kept on all the railway property.

The Contracts have been made and the work apportioned, with a view to the expenditure of two hundred thousand pounds sterling per annum, as provided by law.

The Commissioners are of opinion that in the present state of the money market, and with labour and materials so low as they now are, it will be for the public interest to push the Works to completion as rapidly as can be done economically.

Respectfully submitted.

By Order of the Board.

R. JARDINE, *Chairman.*

R. W. CROOKSHANK, Jun., *Secretary.*

APPENDIX.

Report on the European and North American Railway, its progress, probable cost, &c., by Alexander L. Light, Chief Engineer.

Engineer's Office, Saint John, 2nd February, 1859.

To ROBERT JARDINE, Esquire,
Chairman of the Board of Railway Commissioners.

SIR,—I have the honor to submit the following Report on the European and North American Railway.

I am, Sir, your obedient servant,

ALEX. L. LIGHT, *Civil Engineer.*

INTRODUCTORY REMARKS.

On reference to my Report, (made and submitted in March 1858,) upon the Works of the European and North American Railway, it will be found that the state of the Line and the prospects relative to the completion of the several "Sections" then contracted for, were as follow:—

The Division from Moncton to Shediac, including the Moncton Branch, with the exception of a small portion of the ballasting, had been completed. This Division, twenty and one third miles in extent, had been opened for traffic.

The locations between Saint John and the Nine Mile House had been adjusted, and the Sections contracted for. The grading, with the exception of a small portion near the Five Mile House, had been nearly completed. The materials for all the Bridges required on this portion of the Line had been obtained.

Sections

Sections five and six, extending from the Nine Mile House to "Groom's Cove," near Hampton, a distance of eleven miles, had been put under Contract; but, although by the terms of the Contracts, it was required that these works should be completed in November 1858, owing to peculiar circumstances, which the Contractors had not anticipated, there was but little probability of this portion of the Line being completed before July 1859.

The Hammond River Viaduct had been contracted for; but it was not expected that the Contractors would fulfil their engagement to complete the work in October 1858, the time specified for finishing it.

The location between Groom's Cove and Sussex Vale, and that between Pitfields' Corner and Moncton, had been completed; and Sections 7, 8 and 9, Hampton, and 4 and 5 Salisbury Districts, comprised in the above, had been contracted for.

The terms on which the several Contracts had been taken, and the expectations entertained with regard to their probable fulfilment within the time specified in the Contracts, were stated.

The Division between Sussex Vale and Salisbury (28 miles in length) had not been located; but it had been ascertained by preliminary examination and survey, that this would prove the least expensive Section between Saint John and Shediac.

Of the whole Line from Saint John to Shediac, one hundred and eight miles and three tenths, (108 3-10ths,) there had been opened for traffic twenty three miles and a half, (23 1-2;) there were under Contract fifty seven miles; and yet to be located, between twenty seven and twenty eight miles.

The advantage of selecting a course of Line differing in some degree from that located by Messrs. Peto, Brassey, Betts and Jackson, were pointed out and referred to.

From this brief abstract from, and reference to my former Report, some general idea may be formed of the condition of the Line when that Report was made, and the prospects then entertained with regard to the progress of the works.

Attached to that Report was an estimate of the probable cost of the whole Line; and it affords me some satisfaction to be able to state there is no reason to anticipate that the general cost of the work will exceed the estimate then made.

REPORT.—1859.

On its again becoming my duty to submit a Report upon the European and North American Railway, I have to say, that during the past Summer the remaining Division between Sussex and Salisbury has been located, and the Sections composing it were let at very moderate rates on the 8th of last October. Thus the portions of the Road that are not completed are all under Contract, and with two or three exceptions, I am happy to be enabled to state are progressing favourably.

The whole distance from Mill Street, Saint John, to Shediac Harbour (108 3-10ths miles) has been divided into twenty one Sections, which were severally let out in pursuance of advertisements, inviting Sealed Proposals for the performance of the work.

I would here remark, that the Contracts for work of every description entered into subsequently to the 1st December 1857, have been, I think without exception, let to the lowest responsible bidder, who could procure the necessary securities required by law; it having been insisted upon that the Specifications in every instance should be strictly followed.

The Contracts under which these Works are being executed, with some exceptions, provide for the entire completion of the Railway, including grading, masonry, bridging, and tracklaying, upon each Section, for a gross sum. The Contractors "maintaining" the works for a twelve-month after their final completion—the Government finding iron rails, spikes, chairs, and iron girders for bridges, and the Contractors furnishing all other materials of every description—provision being made for additions and deductions by a Schedule of fixed prices, by which the contracting parties are bound, should any alterations in the alignment become absolutely necessary, by which the quantities or nature of the work would be unavoidably altered.*

*See blank form of Contract, Specification, and Schedule, upon which Works have been let, at end of Report.

Table A, No. 9, in the Appendix, exhibits at one view, the numbers of Sections; the names of Contractors; dates of letting; amount of Contracts; value of work done up to 31st December 1858, and amount still remaining to be done. The continuation of this Table shows all other work of every description that has been executed by Contract or otherwise, since the commencement of the work, including that already finished, Surveys made, and "plant" furnished by the former Contractors, as well as work still to be done, not yet contracted for.

This Table, in fact, contains all *actual work* done and to be done, in reference to which, the *time* required to complete the Railway needs specially to be regarded. The balance of money in the final estimate, outside of the sum stated in this Table, is required for superstructure, iron girders, rolling stock, which can be easily purchased whenever required, and for land damages and contingencies, the former of which can be ascertained and adjusted at any time; and here I may observe that more than half of the three heaviest items, viz. the superstructure, iron girders, and rolling stock, are already delivered.

On examining this Table it will be seen that the whole value of actual work to be executed in the construction of the Railway, is £557,100 12 1, of which £371,973 12 8 was done up to the 31st December, leaving £185,126 19 5, or about one third, still to be performed. A careful perusal of this Table will furnish the best criterion by which the progress of the work may be correctly ascertained.

The quantity of earth and rock work on each of these Sections, the proportion done up to 31st December, the balance still remaining, the aggregate of the whole, and the value of the same at current prices, are stated in Table A, No. 10, by which it will appear that the whole earth work amounts to 3,383,572 cubic yards, and the total rock work is 148,620 cubic yards; and that of the former, 1,907,200 cubic yards, or nearly three fifths, and of the latter, 125,034 cubic yards, or five sixths, are already completed; or regarding the money value of these proportions of each at one shilling and three pence per cubic yard for earth, and five shillings and six pence for rock, and adding up the amounts thus obtained, it will be seen that three fifths (in point of value) of the aggregate excavation is done.

ESTIMATED COST.

The cost of the whole Line from Mill Street, St. John, to Shediac Harbour, including the Moncton Branch, Stations, Wharves, Rolling Stock, and Land Damages, amounts to £927,976 currency, or £773,313 sterling, or an average per mile of £8,500 currency, or £7,083 sterling, as will be seen by referring to Table A, No. 1, appended to this Report, which contains the final estimate, being a summary of the cost of the portions already completed, the work done by the former Contractors previous to the Railway reverting to the Province, the "Superstructure," in which term is included the sleepers, iron rails, chairs and spikes, &c.,) the Sections under Contract, as well as the Stations and Rolling Stock, the cost of which are severally enumerated in separate Tables, consecutively numbered, and attached to the final estimate of which they furnish the basis.

This estimate is grounded upon the actual cost of the Divisions from Moncton to Shediac, and from St. John to Salmon Brook, which are finished; and the several contracts, with but one exception, are finally closed and the accounts settled. The sums at which the unfinished Divisions have been taken by the several Contractors, have been assumed, and as usual in Railway estimates, fifteen per cent. on the whole now under construction has been added for contingencies.

In the estimate for the superstructure, the value of rails, chairs, spikes, &c., is based upon the cost of the latest importation made of these articles; whatever variation may arise in the price of iron from that stated, will of course vary the cost of the track.

The sleepers are estimated by taking as a standard the average of the prices bid by the several contractors, which is a sufficient basis of estimate. The track laying and ballasting are included in the section contracts.

The sidings are assumed at five per cent. of the whole length of superstructure; this will be sufficient for the purposes of traffic for some time; but as the business increases they will require to be much enlarged.

The

The rolling stock estimate is the same as stated by Jackson & Co. in their specification; it will be sufficient for the business of the road for one or two years; it is what ordinarily would be called a moderate equipment, as the quantity needed depends entirely upon the business to be done, and it can be easily augmented as the traffic increases.

A repair shop has been erected and suitably furnished at Shediac; but no buildings of this kind have been included in the estimate for St. John, as it is considered that the repairs can be made at the several machine shops already established in the City, at a cheaper rate for some time to come;—this however is problematical.

The estimate for the Stations includes several buildings in addition to those contemplated by the original Contractors; more than half the principal portion of which is either already built or contracted for, and it is believed that the remainder can be finished for the amount stated in the estimate.

I now proceed to review the progress of the several Divisions and Sections of the work in detail, in the order in which they were let and have been completed.

MONCTON DIVISION.

First, the Division from Moncton Station to Point du Chene, in Shediac Harbour, (19 42-100 miles) as well as the Moncton Branch—(88-100 of a mile) making a total of 20 3-10 miles, was let on the 1st of August 1856, and opened for traffic on the 20th August 1857. The earth works throughout the whole of this distance having consolidated during the winter of 1857-8, the work was thoroughly finished during the past summer, and delivered over to the Commissioners by the Engineer Department, with passenger and freight stations, engine houses, turn-tables, wharves, and all necessary appliances complete.

This Division is in perfect "running order," and permanently finished, with the exception of the eastern abutment of the Scadouc viaduct, and two wooden trestle bridges; these structures were erected by the former Contractors; the latter have become so "shaky" from indifferent timber having been used in their construction, and from the piles being imperfectly driven, that they are fast becoming unsafe. As these last temporary structures are erected over insignificant streams, I would recommend that stone culverts be put under them this winter, and the space occupied by the bridges be filled in with embankment in the ensuing spring.

The cost of this alteration will not exceed one thousand pounds; should an accident occur here, ten times that amount might not pay even the pecuniary damages which might accrue or be awarded.

The eastern abutment of the Scadouc viaduct above mentioned is not now filled in with earth. This was tried, but owing to cracks immediately making their appearance in the masonry, it was found necessary to remove the earth as the abutment could not withstand the pressure. Trestles have therefore been erected inside, upon which the track has hitherto been sustained.

The cost of this Division, exclusive of the Moncton and Shediac wharves, Stations, and Rolling Stock, has been £6,485 per mile, as will be seen by Table A, No. 3, in the Appendix to this Report.

SAINT JOHN DIVISION.

Secondly, the portion of Division No. 2, extending from Mill Street, Saint John, to Salmon Brook beyond the Kennebecasis Station, comprising a distance of 9 6-10 miles, put under Contract on the 10th of January 1857, and opened for traffic on the 1st of June 1858, has been completed.

The cost of this portion of the work, exclusive of Stations, Rolling Stock, and Land Damages, has been £10,809 per mile, as may be seen by referring to Table A, No. 2, annexed.*

When the heavy nature of the work comprising this Division, the number of bridges for the purposes of the Railway, including the several crossings of the different public roads (over and under the same,) as well as the numerous and expensive level crossings

* It is worthy of remark that both Mr. Jackson and Mr. Giles, (as I have been informed on reliable authority) have frequently stated it to be their opinion that this work would cost £10,000 Sterling, per mile.

crossings of private roads that occur at nearly every division of property; when likewise the number of intermediate stations, and the superior character of the works generally, are taken into consideration, (of which I do not hesitate to say that they will compare favourably with any of a similar character and extent executed elsewhere in America,) everything, I say, being regarded, the cost will be satisfactorily accounted for.

Some of the causes why this Division has proved the most expensive portion of the whole Line, may be ascribed to the following facts:—

That here nearly half of the rock excavation on the whole Line had to be performed, and that of the very hardest description.

That there was an entire absence of any good natural ballast upon this part of the Division, this deficiency having to be remedied by the substitution of a costly foundation of broken stone, finished by a "top dressing" of very superior gravel ballast brought by tug boats and scows at an enhanced expense from the opposite shores of the Kennebecasis Bay.

That along the shores of the Kennebecasis, it became necessary to protect the embankment from the action of the water and the effects of freshet, by means of stone walls throughout their whole extent.

That the ground was of a soft and yielding nature at the four mile bridge, Robinson's Meadow, and Lawlor Lake.

The borings at these last mentioned places were taken before the work was commenced, discovering twenty five, forty, and about one hundred feet of soft material, at the deepest points beneath the original surface of mud or water, (as the case might be,) and these places there was no possible way of avoiding with propriety.

The difficulties were overcome as follows:—first, at the four mile bridge the seat of the embankment was well drained, and then carefully covered with six feet of strong green brush. The slopes of the embankment were made very flat, and the first half of the embankment made up of the peat bog itself, placed on in layers; the top of the embankment and outside of slopes being completed with clay from the adjoining cuttings. This method had the double effect of combining extreme lightness with breadth of base, and distributing the superincumbent weight over more surface. I am glad to say the work now referred to has been entirely successful, as the settlement of material has been trifling, indeed not much more than would naturally be produced by the consolidation of the particles of earth forming the mass.

Secondly, at the Robinson's Meadow in the vicinity of the five mile house, difficulties of a nature similar to those encountered at the four mile bridge presented themselves, only on a more extended scale, the bog being deeper and the embankment higher.

The unavoidable arrangement of the grade line at this point was such that the rock cuttings on each side were entirely insufficient in quantity to make up the embankment; all that could be spared from the southern cliff was put into this meadow. It was soon found that rock was an improper material to make up this embankment with, as from its great weight it broke through the crust and sunk down to the bottom of the bog, throwing up the marsh in ridges on either side. It was decided to reserve all the rock in the cutting north of the Meadow to put into the Lawlor Lake, (where it was required and would be exceedingly valuable) and make up the deficiency in the Robinson Meadow Embankment from side cutting formed in layers, with material carted from the adjoining hills, by which means it was hoped that a portion of the settlement could be in some measure prevented.

But here another obstacle presented itself, as the hills turned out to be composed of rock with a thin layer of earth on the surface, and no sufficient side cutting could be obtained with a reasonable lead, though search by means of trial pits was made.

The nearest side cutting that could be obtained was at M'Cullough's farm at the further side of the Lawlor Lake; but it was obvious that to get there the Lake must be first filled, and as there was no probability of this being completed with the greatest exertion before June 1858, and as the Robinson Meadow Embankment, from its requiring nearly the same quantity of material as the Lake, would take another season to complete, it was therefore decided that a timber viaduct which would last some fifteen years, by means of which the earth could be conveyed to complete the embankment at some future day.

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The embankment at Lawlor's Lake, with the heavy rock cuttings on either side of it, presented another serious obstacle; in fact, the most difficult point in the whole line as eventually located.

On a revision of the location being made, with a view if possible to avoid the heavy work in this neighbourhood, it was ascertained by the borings that it was necessary to descend 60 feet deeper (to find solid bottom) than shewn on the original plans of survey made by former Contractors, and upon which the works had been let. The whole depth being as already stated, about 100 feet instead of 40 as shewn; of which about 40 was water, and 60 feet of very light vegetable deposit. To counteract this, the original gradient through this portion of the work was lowered as much as possible.

After most of the rock cuttings on either side had been put into the Lake, there was still a deficiency of about 90,000 cubic yards of material, (as nearly as could be ascertained by a careful series of cross sectional soundings made on so treacherous a bottom,) required to be supplied to complete the embankment. To provide for this, recourse was had to a borrow pit near Torryburn; and after a month's incessant labour, and some ten thousand yards had been put in, it was ascertained by another set of soundings instituted during the progress of the operations, that the works had progressed but little, as the earth had been dissolved and washed away by the action of the water; and it became evident that if this system was persisted in, the embankment, if completed in this manner, would require a much greater amount of material than was originally anticipated, and even as much perhaps as would be requisite to fill up the greater portion of the Lake. Under all these circumstances it was decided to take advantage of the ice, and construct a temporary pile bridge,—which was effected by splicing long spars of spruce; this bridge to be of sufficient width to contain three tracks: the centre track (in case of emergency) to be used for Passenger traffic: the two side tracks to be used exclusively for "construction purposes," to accelerate the "tipping" of the earth, as by this means a whole train of cars could be tipped at once. While the bridge was in process of construction, two rows of side piles were driven extending longitudinally, parallel to the Railway; the piles being placed at intervals of twenty feet, and driven until their tops were level with the surface of the ice; these rows were placed 75 feet from the centre of the bridge, and on each side of it, enclosing a space of 150 feet in width, or a little narrower than the seat of the proposed embankment. Between these side piles, and extending under the temporary bridge, a flooring of timber and brushwood several feet in thickness, was laid all over the surface of the ice, which was sawn away and pressed under it. After the floor had been finished, hundreds of tons of stone were brought on by means of the temporary bridge, and carefully loaded all over the flooring equally, until the latter was sunk to the level of the surface of the water; then large "cribs" were built upon the floor, and on each side of the bridge, and bonded in with the floor, by placing long *untrimmed* trees in the alternate tiers, with the butts to the outside of the cribs and their tops overlapping in the centre space between. These side cribs were composed of alternate layers of timber, brushwood, and stone, until they were brought up nearly to the surface of the water, being held in position by the side piles during their settlement. On this floor, and between these side cribs, the tipping was commenced in the following manner: waggon loads of rock were conveyed along the outer tracks of the bridge, and cast as far *over* the outside as the men were able to throw the stone; after this had been continued for some time, earth was tipped *through* the three tracks into the V or centre space between the stone. This mode of operating succeeded admirably—the Lake was filled in a very short space of time—and the settlement since the completion of the work has been very trifling indeed. The cost of this work, including the expense of the flooring of timber and temporary bridge, was much less than it could possibly have been done for by any other method than that adopted—while from the fact of the brush and timber being permanently under water, this portion of the work will be almost as durable as though the whole mass had been composed of stone.

LAKEFIELD DIVISION.

SECTIONS FIVE AND SIX—from Salmon Brook to Groom's Cove near Hampton, eleven miles in length, forming the balance of the Second Division, are the next in order.

It is here necessary to remark, that on the first of these Sections the most extensive departure from the original locations of the former Contractors was made; and the very serious difficulties, well known to exist in the neighbourhood of Gondola Point, including the large viaduct through the deep water at Harris' Cove, were entirely avoided—difficulties of far greater magnitude than any that occur on the line elsewhere.

It was ascertained by a carefully revised series of preliminary surveys, that a more direct line by the way of the Lakefield Settlement, up the valley of the Salmon Brook, and thence downwards to Hammond River, coinciding there with the old line, and crossing the River at the same point, could be selected at a reduced cost.

This alteration, without involving a steeper gradient than the maximum of 45 feet to the mile, as adopted upon this Railway, effected a saving of upwards of 400 degrees of curvature, and nearly one and a half miles of distance.

In addition to these manifest advantages, the *direct* saving, including damages to land and buildings, was estimated at £35,000. Besides this, however, there was a *prospective* and perpetual saving provided for by this important change, which is equivalent to a further sum of £32,216; this latter represents the capital which would accrue from the present and consolidated value of the yearly interest on the money (£19,070) which would have been required to build this unnecessary 1½ miles of Railway,—added to the yearly running expenses and wear and tear. These two sums therefore taken together, exhibit a total saving of £67,216 effected by this alteration.*

The attainment of this great desideratum was hardly to be expected, as the line of country between these points had already been repeatedly explored without the object in view being accomplished.

For the purpose of obtaining an impartial opinion, where so many conflicting interests were at stake, the Commissioners in order to verify the estimate, concluded to open each line to the competition of experienced contractors; this resulted in offers being received to construct the line through the Lakefield Settlement for sums varying from £30,000 to £50,000 less than the shore line by the Gondola Point.

The Tender of Messrs. Walker & Co. which was accepted, was £30,917 less than their offer for the Gondola Point. This Section was let to them in June 1857, to be completed in November 1858. The terms of this Contract, with regard to the time of completion, have not been fulfilled for reasons hereinafter explained.

This part of the Division is peculiarly situated, being about 6½ miles in length; the earth work is heavy, averaging nearly 60,000 cubic yards to the mile; the heaviest portion of it, situated at or near the summit, has to be conveyed by engine power either way to embankments situated at and near the foot of each incline.

By the terms of the contract it was stipulated to furnish a Locomotive Engine and forty Ballast Cars to the Contractors; these should have been in their hands as early as possible in the season; the Engine was not delivered before the latter end of October 1857, and the Cars in the following December, so that on the heavy or governing points of the work a good portion of the first season was virtually lost. The want of the Locomotive Engine prevented the Contractor from “stripping” the earth off the principal rock cutting near Otty's, before the setting in of the frost,—and for this reason but little rock was excavated at this point during the winter of 1857–8, when properly the whole of it should have been finished.

An additional Engine and 45 extra earth waggons were furnished to the Contractors in July 1858, after the works at Lawlor's Lake had been completed; and these have been working steadily since that date.

A Steam Excavator was likewise procured at the suggestion of Mr. Parker, the Consulting Engineer; it has been kept at work near the summit up to this time; but, notwithstanding this assistance, the works still require a period of time—including some months of summer—to complete them; and these, in justice to the Contractor, should be allowed him, in consideration of the delay caused by the want of the Locomotive and Cars.

It should also be borne in mind, that in such a confined working area as is here presented, only a limited number of men can be simultaneously employed. If the Contractor is allowed three months from the 1st of April next, this will afford a sufficient time to open the Road, if the work is *energetically* urged forward.

The

* For a further explanation see Note A in the Appendix.

The Locomotive has already passed six times over the whole extent of the Line from Saint John to Hammond River during the past year.

SECTION SIX, which forms the eastern portion of this Division, extending from Hammond River to Groom's Cove, near Hampton, was let to the same parties, (Messrs. Walker & Co.) to be completed at the same time with the above work. Upon this Section the Government were to furnish no plant of any kind; the works are not so backward as those on Section 5, but they are still far from being complete; a portion of the grading and all the bridges are unfinished, although nearly half of the grading is done and the track laid upon it.

Some excuse should, however, be made for the Contractors on this Section also, as the exact location of the eastern portion, including the heaviest embankment through Groom's Cove, could not be definitely decided upon for some months after they took the Contract. The position of the line across this Cove was controlled by the fact of questions arising whether the Railway should pass through Hampton Village or the Ossekeag Valley, questions which the Commissioners were not in a position to decide until the completion of the locations to Sussex in October 1857, gave the preference to the route adopted.

From the limited time allowed in preparing the plans of construction for this Division, from the absence of that knowledge that more definite surveys could supply, and from the fact that at this time the Engineering Staff was far from complete, some of Mr. Giles' general plans were (in order to save time) adopted, which, as well as others prepared under my own supervision, had in some cases to be modified to suit the altered circumstances.

At this time too, a system of letting the Contracts, different to that which had hitherto been adopted at Shediac, and from St. John to Kennebecasis Station, was decided upon for this Division; those Divisions having been let and tendered for upon a Schedule of prices only. By this latter mode of proceeding it was to a certain extent immaterial to the Contractor how much or how little work was to be executed, or what plan the Engineer decided to adopt; the former merely being paid by the cubic yard for any description of work at his Schedule price, this system giving the Engineer the advantage of preparing his plans as the work progressed, exactly suited to the nature of the case, or such as a further experience of the particular locality may have shown to be necessary and expedient to adopt.

It will be borne in mind, moreover, that these lettings embraced proposals for the Gondola Point Line, as well as for that by the Lakefield Settlement, as the adoption of the latter, as already stated, was dependent upon the comparison of the tenders for each route.

The two lines, with the Hammond River Viaduct and Section 6, embraced an extent of some twenty miles in length, and included the very heaviest portions of the road: much care and time were obviously requisite for the preparation of the necessary drawings.

Even if the same system of letting had been adopted on these, as that on the former Sections, (which it was my expectation at the time would have been done,) the addition of the Gondola Point Line was alone sufficient to have doubled the office work. But it was not until a short time before the period appointed for receiving the tenders, that I was informed that the Government insisted upon the works being let upon "gross" sums for each Section and all it contained.

On this account, previously to the letting, it became necessary to prepare a distinct set of Contracts, Specifications, Schedules, Estimates and Plans of every description, necessary for each *route*; as likewise drawings in detail of every separate piece of work required in both.

For the proper carrying out of this arrangement, there was not sufficient time, nor were there means to prepare the plans required, even had there been time. No draughtsman had been appointed, although I had several times remonstrated on the impossibility of perfecting works of the magnitude here involved with an insufficient standing staff.

However, the most that could be done under the circumstances was done; but after the location of a portion of the grades and alignment had been revised, some of the structures had to be modified; this caused some delay in getting the designs ready, and

and it was not until March 1858, that all the drafts were finally arranged for this Section, though it is proper to state, that they generally were prepared as fast as they were required by the Contractor.

HAMMOND RIVER VIADUCT.

The Hammond River Viaduct, situated midway between Sections 5 and 6, was let at the same time to Messrs. Small and Crosby, to be completed in October 1858.

This is a massive structure, and the most extensive of the kind on the whole route, being composed of stone and iron, or rather the most substantial Iron Girders of "Fairburn's Patent," supported upon Piers and Abutments of dressed granite, resting upon elaborately constructed pile foundations, which have been laid some twelve feet below the summer water level, and executed with the greatest care and regard to permanency, in order to withstand the rush of water that annually takes place upon this very hazardous stream at the periodical breaking up of the ice.

The Contractors have had a good many difficulties to contend with in the preparation of their artificial foundations, which have been somewhat more expensive than at first contemplated; they have therefore had to execute more work than it was expected would be required at the time when they entered into the Contract.

The site of the viaduct is peculiar; the line of Railway necessarily crossing the River at a point where the stream is divided by an Island.

The viaduct as originally designed by Jackson & Co., was composed of seven spans of 80 feet each, crossing a portion of both branches of the stream and the intervening Island, necessitating the construction of two abutments and *six* piers.

As all the water passed through a span of 235 feet, half a mile above at the crossing of the post road, this number of piers, requiring very expensive foundations and great width of costly superstructure, appeared excessive; and at the letting of June 1857, a different plan was prepared for *three* spans of one hundred feet each, supported on two Piers and two Abutments, to be erected over the eastern or main channel, in which the borings taken disclosed a hard bottom some 30 feet below the surface of the general depth of water during the summer; and drawings of the foundations were prepared accordingly. As soon after the letting, however, as an Engineer could be spared from the office, an elaborate Survey was made of the whole River half a mile above and below the intended bridge site, which fully demonstrated that it was better to erect the proposed structure on the intervening Island, and that a new water way should be made through the same, the original channels being filled up on either side with embankments.

This site was therefore adopted, thus dispensing with four Piers, including their costly foundations, besides 260 feet of unnecessary superstructure, and thereby enhancing the permanent safety of the Railway, besides effecting a very considerable reduction of cost.

This arrangement, by placing the longitudinal centre line of the bridge at right angles to the general direction of the current, allowed the water to pass freely between the Piers, and gave the Contractor the *advantage* of working upon dry land during the period of construction.

This alteration has also been of service in reducing the cost of "unwatering" the coffer dams for the Piers and Abutments.

When the bearing piles under the foundation came to be driven it was found that the *specified* depth of eighteen feet, which was deemed at the time as the utmost they could have been made to penetrate into the gravelly *stratum*, was insufficient. From the fact of quick-sand unexpectedly presenting itself it was necessary to drive the piles forty feet below the bottom of the dam instead of the distance specified.

This, of course, caused an extra expense to the Contractor, in consequence of more pumping being required during the driving of the longer piles as well as the expense of the additional length of pile.

The upper surfaces of the foundations are laid at a depth of about twelve feet below the level of summer water; therefore the piles composing their support extend to a depth of fifty two feet below this level.

From the fact of all the Coffers being more or less underlaid with gravel and quicksand, the continued and simultaneous use of three of "Gwynn's Patent" Steam Pumps

Pumps has been required in each dam during the greater portion of the time. These difficulties I am happy to be enabled to state are now entirely overcome.

In the Spring of 1858, after due deliberation, and after the stream had been carefully watched through the previous Winter to observe the effects of the ice, it was decided that it would be safer to raise the level of the bridge three feet higher to ensure it against damage from ice in case of an extraordinarily high freshet. This was effected by putting in three feet more masonry in the footing courses of the Piers and Abutments without making any material change in the plan or description of the work. This additional masonry was found to be necessary, and would have been inserted at first if the same knowledge of the stream had existed at the time of letting as was afterwards obtained by more extended observation.

As any elevation of the Bridge necessitated a corresponding elevation of the embankment on either side, the quantity in the latter was thereby largely increased. It may be as well here to observe, that at the letting in June 1857, it was an object to keep these embankments as low as possible to save expense, it being known that they could be easily raised afterwards if required.

These alterations of detail will now be paid for as extras, upon a just and fair Schedule of prices, instead of appearing, as they would have done at first, in the Contract.

It may be as well here to state, that I consider it better policy to pay afterwards as an *extra*, upon a fair Schedule of prices, (as is fully provided for in this Contract) for what is really required, than to use so large a *margin* in the calculation of quantities (on work that may be to a certain extent problematical) for the sake of avoiding the popular outcry against extras, and thus run the risk of having to pay Contractors a price for work that they may never do; for it is well known that in "gross sum" Contracts, (particularly with Governments,) they generally manage to get an additional price for any extras that may arise; while on the other hand, no matter what the deductions may have been, they endeavour to get the full amount of the original price in the Contract.

The present condition of the Work may be stated as follows:—

The foundation of the Piers and Abutments are all laid; the two centre Piers are nearly completed; the eastern Abutment is above the level of the water, and the Contractor is now laying the masonry in the footing courses of the western Abutment, which is being laid "dry," to admit of the work being prosecuted during the Winter.

Nearly the whole of the Granite for the completion of the Bridge is delivered and dressed; and if ordinary exertion is used to get the two Abutments during the present Winter above the level of the usual Spring freshet, so that the works may not be stopped during the recurrence of the same in June and July next, there will be no difficulty in finishing the masonry by the beginning of August 1859. The Iron Girders are all delivered and housed, awaiting the completion of the masonry in the Piers, before a commencement is made towards erecting the former into position.

As the Girders can be raised upon a scaffolding before the *Abutments* are completed, it follows that the whole Viaduct may be finished simultaneously with the masonry, and the Railway carried over it about the first of August next. In case it should be desired to open at an earlier day, a temporary pile bridge can easily be erected in the Spring at a small expense.

This Viaduct, though it has progressed slowly, so far as completed is well done; and would be acknowledged by competent judges to be good work any where, and considering the low price at which this work was undertaken, the execution reflects credit on the superintending partner, Mr. W. H. Crosby.

SECTIONS SEVEN, EIGHT, AND NINE.

Sections Seven, Eight, and Nine, Hampton District, and Five and Four, Salisbury, next in order, were let on the 15th of December 1857, to Messrs. Blackie & Johnston, — Dillon P. Myers, — Thomas King & Co., — Walker & Co., and M'Donald & M'Bean, consecutively, to be completed on the 1st November 1859.

The two first and the last of these Sections are well advanced; a reference to Table A, No. 9, in the Appendix, will show that if they proceed at the same rate during each portion of the allotted period that they have hitherto, they will be completed within the time specified.

Sections

Sections No. Nine, Hampton, and No. Five, Salisbury District, are not nearly in so satisfactory a state, and redoubled exertions will be required upon these Sections, during the ensuing Summer, to complete them in accordance with the terms of the Contracts, otherwise the final opening of the Railway may be delayed.

During the past Summer, the location between Sussex and Salisbury, 28 miles in extent, has been completed. This Division was divided into seven Sections of about four miles each; and the grading, masonry and bridging put under Contract on the 8th day of October last. The track-laying and ballasting being reserved, to be let hereafter as a separate Contract.

This latter course was adopted in consequence of it being found that, where these items were included with the other work, the Contractors injured the permanent material, (rails, chairs, spikes, and sleepers,) by using them for their own temporary purpose in the construction of their work; the damage thus caused, exceeded the additional cost of doing the work without such aid. The iron rails were frequently so injured in removing a few trifling yards of earth, from neglect in not "packing" the sleepers, &c., as to render them unfit for permanent track.

These Contracts, which are for the last remaining portion of the Road to be let, are to be completed by the 1st of June 1860. The "clearing" throughout this Division is completed, and the grading as well as the delivery of stone for bridges, materials for fencing and sleepers, &c., have been commenced upon all the Sections.

From the light nature of the grading upon this Division, averaging under 24,000 cubic yards of earth to the mile, there is not the least doubt but that the Contractors will be enabled to finish their work within the time specified.

Should circumstances occur to render it an object of importance to open the whole Railway before the 1st of July 1860, there would be no great difficulty in so doing; as by giving a small *bonus* to the several Contractors, the earth work on all the Sections above referred to, could be completed by the 1st of October 1859, instead of 1st June 1860.

A portion of the ballast could in the meantime be carted on the several Sections; and as soon as the Railway is ready for the Cars over the Hampton and Salisbury Divisions, so that the Rails can be delivered at Sussex and Salisbury respectively, the laying of the Track between these points may be immediately commenced, and successfully prosecuted to completion during the Winter of 1859-60; and sufficient ballast can be easily laid on during the Spring, to admit of the whole Road being certainly opened with safety by the 1st of July 1860, or by the 1st June, if necessary.

From what has now been said, in reference to the completed and still progressive portions of the Road, its state of progress may be briefly summed up as follows:—

				Miles.	
1st Division—	Moncton to Shediac,	-	-	completed,	19.42
2d	" Saint John to Salmon Brook,	-	-	completed,	9.60
"	" Section 5 and 6, including Hammond River Viaduct,	1	th done,		11.00
3d	" Hampton to Sussex,	-	-	½ done,	23.18
4th	" Moncton to head of Petitecodiac,	-	-	2-5ths done,	20.59
5th	" Sussex to head of Petitecodiac—located, let, cleared, and work well begun,	-	-		24.51
	Branch to Wharves at Moncton,	-	-	completed,	0.88
				Total Miles,	<u>109.18</u>

It having been recommended that the locations, as completed by Messrs. Peto, Brassey, Betts and Jackson, should be revised, I now proceed to give the characteristics of both locations, as well as a description of the character of work proposed to have been built by that firm, as compared with that now in course of construction.

CHARACTERISTICS OF THE ROAD AS ORIGINALLY LOCATED.

The Line, as originally located, commenced on the eastern side of the Marsh Creek, outside the bounds of the City of Saint John, and proceeded up the flat of the Marsh, crossing a bend of the Creek near the one mile House, (so called) until it struck the rough and broken ground near the "Moose Path," here passing the present Post Road

Road on the level, thence to beyond Torryburn, when the location followed the general contour of the shore of the Kennebecasis Bay, intersecting Davidson's Cove, and thence having passed over the points of land intervening between Davidson's Cove and Sandy Cove, it again met the Kennebecasis, afterwards pursuing with but little variation its sinuosities, until it reached Harris' Cove, one quarter of a mile east of Gondola Point.

From this place, still skirting the shore line to the head of Forrester's Cove, the Road would have passed over the intervening points of land to the Hammond River, and crossed the River by an iron girder Bridge, 560 feet in length. Proceeding from thence, the line skirted the shores of Darling's Lake, crossing Groom's Cove, and was carried over to the head of the Ossekeag; and from thence, following to the south side of the Kennebecasis River—the present channel of that River being crossed on the interval near the mouth of the Passekeag Creek, thus rendering (if this location had been adopted) an expensive diversion of the River necessary.

Between this point and Sussex Vale, the line was intended to have been carried over the several brooks requiring to be crossed, by means of wooden trestle bridges, varying from 30 to 180 feet in length.

From Sussex Vale, by this location, the Road would have crossed Trout Brook and Salmon River by wooden and iron girder Bridges, 600 feet and 420 feet respectively in length; and passing through Upper Sussex, and turning up the Valley of Stone's Brook, following the same until it struck the head waters of the Anagance. From hence the line kept the southern side of the Anagance, still holding an easterly direction, and crossing that River a little below its confluence with the North River, at which place the name of the River becomes the Petitcodiac; from thence, keeping the Petitcodiac to the south, the line followed nearly the general bends of the Post Road to Moncton; crossing the Brooks which fall from the northward into the Petitcodiac, near their mouths, by wooden trestle Bridges,—thus continuing till it reached the Station at Moncton.

From Moncton the line wound round the rear of the Town, crossed Hall's Creek, and proceeded circuitously up the Valley of Harris' Mill Stream, to its crossing; thence to Cook's Brook, passing over the summit 161.9 feet above high water spring tide level at Saint John Harbour;—passing on through the Shediac Station to Cape Brule, a distance of 110 miles from the Marsh Bridge at Saint John.

CHARACTERISTICS OF THE LINE AS AT PRESENT LOCATED.

The Line, as at present located, begins at the Mill Pond Station, Saint John, and takes an easterly course, keeping on the northern side of the Marsh Creek, until it crosses it opposite the residence of Robert Jardine, Esquire, where it joins the line previously located; this portion of the original location having been previously partially constructed. From the Three Mile House the line diverges from that first located, and taking a direct course, passing 14 feet *above* the level of the Post Road at the Four Mile Bridge, and *under* the same at Lawlor's Lake, where it again intersects the old line; from thence to the Nine Mile House, the new line does not differ materially from the old one; but from the Nine Mile House to Hammond River, it will be seen by reference to a former portion of this Report, that the new line deviates widely from that originally located, being also much shorter and in every way preferable. From Hammond River to Hendricks', the two lines vary but little. Leaving this point, a marked deviation is observable; the new line passes over the summit near the corner of the Passakeag Road, winding round the large bend in the Kennebecasis, and again joining the former location at a distance of 27 miles from Saint John. By this *detour* the heavy excavations which would otherwise have been required for the alteration of the channel of the River, and the effects of the annual heavy freshets (often of a most disastrous nature) have been avoided.

From the point last named, to within a mile of the boundary between King's and Westmorland Counties, the new line, pursuing the same general direction, differs in many essential points from that originally located. Curves of larger *radii* and tangents of greater length have been substituted. From hence to Moncton the whole location consists of only four very long tangents and four curves of large radii. A great saving in curvature has been effected thereby, while the gradients are not in any way heavier than those designed for the former Road.

From

From Moncton to Shediac, the line having been partly constructed by Messrs. Jackson & Co., it became necessary to adopt the previous location; but here some changes were made, longer tangents being adopted in several places, thereby effecting a direct saving in the curvature and distance. From Shediac Station to Point du Chene, the constructed line was followed for a short distance, but for the remainder a new line was located down to the present wharf.

The whole distance from Mill Street, Saint John, to Point du Chene in Shediac Harbour, is 108 3-10 miles, or only eight per cent. longer than a straight or "air" line, and it is also shorter than the original location by 2 1/2 miles.

A Branch Line SS-100 of a mile in length, has been constructed from the Station in Moncton to the public wharf in that place. As this line crosses the heads of the wharves in this Town, Sidings and Loading Platforms have been provided for the accommodation of those using them. The public wharf has been entirely remodelled, repaired, and furnished with a moveable loading and landing Slip. Additions have also been made to the bed, so that vessels may lay at low tide with safety. A commodious Freight house has also been fitted up with conveniences for loading and storing freights.

The maximum gradients on either location are at the rate of 45 feet per mile.

Table B, No. 2, contains a summary, shewing the lengths of each description as designed for both lines. On the original location the *minimum* radius of curvature between Saint John and Shediac was 1,584 feet—the *maximum* was 5,280 feet.

On the revised location the minimum radius of curvature is 2,865 feet between Saint John and Moncton, and the *maximum* 12,278 feet. Between Moncton and Shediac the radii of the curves are the same as those of the original location. On the original location the total amount of curvature between Saint John and Shediac was 3,901 degrees or 35 degrees per mile.

On the revised location to Point du Chene, the total amount of curvature is 2,173 degrees or 20 degrees per mile.

On the original location the total amount of straight line was 70.9 miles, and of curved line 40.1 miles.

On the revised location, the total amount of straight line is 79.7 miles, and of curved line 28.6 miles, making a gain of 8.7 miles of straight line, and a reduction of curvature expressed in length of 11.4 miles.

The whole amount of the ascents on the revised location from Saint John to Shediac, is 1,063 feet, and the amount of the descents is 1,075 feet.

The summit or highest point on the line, is twelve and a half miles from Saint John, and has an elevation of 165 feet above the level of high water in Saint John Harbour.

Table B, No. 2, exhibits the details of the gradients as designed for the new location, shewing their length, total distance from Saint John, rate per 100 feet, grade per mile, ascent and descent, and elevation above the tide water at Saint John.

Table B, No. 3, gives a summary of the curves and tangents as designed for both routes.

Table B, No. 1, shews the lengths between the different locations.

From the foregoing remarks it will appear that the advantages that have resulted from revising the locations previously made by Messrs. Peto, Brassey, Betts & Jackson, are very decided, and may be stated in general terms as follow:—

Seventy five curves have been dispensed with and straight lines substituted; ten of them being dangerous "reversed" curves, and sixteen others connected by short tangents of from twenty to ninety feet between the points of "reversion," that are scarcely less dangerous.

On the revised location, the shortest tangent line between two curves in opposite directions is 400 feet; the minimum radius of curvature has been increased from 1,584 to 2,865 feet.

By these reductions of curvature and elongations of *radii*, the Railway will admit of very greatly increased speed with *safety*, and these improvements will also be the cause of a great permanent saving of wear and tear in the working of the road.

Sharp curves are always highly objectionable, particularly on passenger roads, from their "wear and tear" of Engines and Cars, and displacement of rails, &c.; and the

the danger of running off the track is very much increased thereby, especially at high velocities.

The actual saving in distance effected from Saint John to the end of the wharf at Shediac, is *two and two thirds* miles, while at the high rate of speed that can and will be maintained upon this Railway, should its connection with proposed lines from East and West be effected, the absolute reduction of 1,727 degrees of angular deflection, (technically termed "curvature,") equal to four and eight tenths entire circles, will be equivalent to a further reduction in the working expenses of the road, of *six miles*; or in other words, the amount of curvature here stated, had it *remained* in the line, would have entailed an expense in friction and loss of power, (exclusive of wear and tear) equivalent to that on six straight and level miles.*

These two items therefore, I maintain, *virtually* make a permanent saving in the working expenses of the passenger traffic equivalent to a reduction of *eight and two thirds miles of distance*.

CHARACTERISTICS OF CONSTRUCTION ON PRESENT ROAD.

The Railway is laid out as a single line of five feet six inches gauge; although the ample quantity of 100 feet in width of land taken, as well as the location of the centre line, likewise the Station Buildings, are arranged for a double track, if required hereafter.

The permanent way consists of a single T rail of the latest improved American pattern, 63 lbs. to the yard, of Staffordshire hammered iron, fastened down at the rail joints only, with cast chairs of 24 lbs. weight each, manufactured from "best Welsh cold blast" iron, to sleepers of cedar, hachmatac, or pine, nine feet in length, ten inches wide, and six inches deep, laid two feet four inches apart from centres, the largest being at the joints, and all bedded in clean ballast, twelve feet wide at the base of rail, and extending twenty inches in depth below the same level. The width of the road-bed is not less than twenty feet on embankments, and twenty four feet in excavations at "formation level," which is two feet below rail height.

The side slopes are nowhere less than one and a half horizontal, to one perpendicular, though, where required, these have been reduced to one and three quarters, and two to one.

In construction, the road-bed has invariably been kept two or three feet above the general level of the ground whenever practicable, in order to ensure a good drainage, and facilitate the removal of the snow, (a very necessary precaution in this climate;) when this could not be effected without incurring too much expense, and when material obtained from excavation of ordinary width, was insufficient to complete the adjoining embankment, the low and wet cuttings liable to be deluged with water, have been increased to thirty-five feet in width at formation level, and capacious ditches opened on either side; thereby forming as it were *embankments throughout the cuttings*—a desideratum very essential for the efficient working of railways in the severe winters in this climate.

On steep side hill cuttings also, where ice would be liable to be formed over the rails, the excavations on the double track side, have been enlarged to twenty feet from centre, or thirty two feet in all, and a "catch water" drain ten feet in width and two feet in depth, below formation level, has been inserted between the side hill and the Railway; wherever the depth of embankments exceeded thirty feet, the formation width has been increased to twenty two feet, and the side slopes made two to one; and wherever the action of water had to be especially guarded against, "rip rap" or bank paving has been placed as a protection. The rock excavations are not less than twenty four feet in width, with side slopes of three inches to the foot.

The masonry for the large and more important bridges, is the best "Ashlar" with "hammer dressed" beds, and rough or quarry faces, laid in hydraulic cement; while that of the smaller class bridges, is of good substantial punched rubble laid dry.

The superstructure of all bridges of spans above forty feet is composed of wrought iron; all of these bridges have been so designed, as to ensure safety and stability, with proper regard to economy.

* See Note B, at end of Report.

The patterns adopted are of three kinds, viz:—"Stephenson's, Fairbairn's, and Warren & Kennard's patents." Those that have hitherto been executed, may rank with the best of their respective kinds in other lands.

I may here remark, that latterly, all the iron rails and girders have been prepared under the superintendence of Charles May, Esq., C. E., of No. 3, Great George Street, Westminster—and it is but an act of justice to that gentleman to observe, that he has executed this duty with ability and fidelity.

The superstructure of bridges of spans under forty feet, is of wood, composed of the best well selected St. John pine timber. Table B, No. 4, gives a statement of the quantity of iron and wooden bridging that was to have been erected by the former Contractors, and also shews the greatly reduced quantity of bridging now being completed. A perusal of this Table will show, that although iron superstructure has been extended to the ten principal bridges, or to all spans of upwards of forty feet, while the original specification only contemplated applying iron to four bridges of spans of one hundred feet and upwards, yet the total quantity of iron bridges has been reduced from eighteen hundred and twenty, to thirteen hundred and ten lineal feet. The wooden superstructure has also been reduced from four thousand and eighty four, to two thousand three hundred and eighty six feet, or nearly one half. It is likewise worthy of remark, that nearly all the wooden bridging was originally intended to have been composed of *trestle work*, with the earth slopes running directly through the posts—a method of all others the least permanent. The wooden bridges now being constructed are the best of their several kinds; the material and workmanship in all, are to be of the best description, carefully planed and painted, and protected from the weather as much as possible, by a covering of asphaltum or zinc. They comprise twelve of woodwork alone, and twenty two, having a similar superstructure with the former, but with the addition of stone abutments,—the span between which (with a special view to permanency) has been contracted to the shortest length consistent with the requisite space for the water: this will account for a portion of this reduction. A further reduction of trestle bridging has been effected by the substitution of arch and box culverts of stone, with embankments, wherever practicable, by which the consequent demand for repairs and liability to accident, has been greatly reduced.

Nearly all the main roads intersected by the Railway have been crossed, either over or under, by means of substantial bridges,—level crossings, (as originally intended) being the exception rather than the rule.

The arch culverts on the line vary from 4 to 12 feet span; they are of the very best description of material and workmanship, and laid in hydraulic cement.

The box culverts are of different sizes, and are, with a few exceptions, of a very good description of strong punched rubble masonry laid dry; no wooden culverts on the main line, covered by earth work, have been permitted.

From Moncton to Point du Chene the superstructure is composed of the **U** or bridge rails imported by Messrs. Jackson & Co. As a previous and extended experience of this rail on the St. Andrews and Quebec Railway had confirmed me in the opinion that the single **T** or American pattern was a superior form of rail for this climate, its adoption was recommended for the residue of the line between Moncton and Saint John, as already stated.*

In crossing the several viaducts and bridges between Saint John and Moncton, "Winslow's Compound," or continuous bearing rail, has been adopted. This dispenses with both joints and fishes, &c., and thus adds largely to the safety of the railway.

A pier 1,850 feet in length has been built at the Shediac terminus at Point du Chene,—1,000 feet of which is thirty feet wide, and 770 feet forty feet in width; at the end an **L** 80 × 150 has been placed. A single track has been laid down, and a carriage road constructed alongside the railway throughout its whole length; suitable mooring posts and rings have been provided, thus ensuring, as far as possible, safety to ships moored alongside the pier. Loading platforms have also been erected, and cranes have been procured to facilitate the shipment of freight or cargo.

In further explanation of the style on which the works are being executed, I beg to refer to the form of Specification attached to the Contract at the end of this Report; and

* See latter part of Note C. on this subject.

and I take this opportunity of stating, that a strict adherence to the terms of these Specifications is invariably insisted upon.

In concluding these remarks upon the several constructions in this Railway, I beg to say, that the works generally are being built in a thorough and substantial manner, and with a due regard to the ultimate requirements and permanent efficiency of the road, and at the same time with every attention to a proper economy.

As some test of the goodness and safety of the road, it is worthy of remark, that since the two divisions from Moncton to Shediac, and from Saint John to Kennebecasis, have been opened, doing a considerable traffic, and at an average rate of speed of about 30 miles per hour, (while the train is in motion,) and extending over a period collectively of nearly two seasons, during which no accident or failure of any kind has taken place, arising from imperfections in construction, or from any inherent defect in the way, works, or rolling stock.

And I believe I am justified in saying that no Engine or Train has been thrown off the main line through any of the above causes; indeed, no accident of this kind has occurred, and this is the more remarkable when it is remembered that both the above Divisions were opened for traffic before the ballasting was completed, and while a considerable proportion of the work was in an unfinished state.

ROLLING STOCK.

Table A, No. 8, shows a list of required quantity of Engines, Cars, Snow-ploughs, and equipment generally designed for the Railway; it will be sufficient to say, that they are of the newest and most approved American pattern, and are, in my opinion, better adapted to the climate of this country and the traffic to be anticipated than any other.

The experiment of building the Locomotives in this City, (Saint John,) has been entirely successful, and I have no doubt that the enterprising builders, Messrs. Fleming and Humbert, having perfected their arrangements, can make Engines equal to those imported from Boston.

The Passenger Cars on this Railway are especially worthy of notice; in point of interior capacity and general arrangement, I do not hesitate to say, (although made in this City,) that they are unsurpassed in America, and reflect much credit on Mr. James, the Contractor, who has spared no pains in their completion.

As it is very desirable that all the Rolling Stock of a Railway, each of their respective kinds, be of uniform size and pattern, so that they may be as much as possible duplicates of each other; and as there is now a large proportion of the stock required already on the road, prepared in accordance with well digested designs, I cannot conclude this notice without recommending that the original patterns be generally adhered to.

Exception has been taken to the wrought iron trucks under the Freight and Platform Cars, as being liable to get out of adjustment; but as this only happens in the event of Cars running off the rail, which very rarely occurs on this Railway, it is questionable whether the objection would not be overruled by the superior permanency of the iron truck.

OBSERVATIONS ON THE CONTRACT MADE WITH MESSRS. JACKSON & CO.

The superiority of the Road now being constructed, over that which would have been made under the original Contracts with Messrs. Jackson & Co. having been assumed in this Report, it is proper to state succinctly and clearly, the grounds on which a comparison of the two lines is presumed to be favourable to the former.

Such a comparison cannot be fairly made without adopting some standard by which the merits of both lines can be measured.

Assuming, therefore, that a road is in every point of view the best,—which is the shortest, the most level, durable, and at the same time the cheapest which can be made,—the following comparison may be instituted.

To facilitate this enquiry, it is well to refer to, and thoroughly examine, the original specification (marked A), a copy of which is annexed.

It must be remembered, that it has been considered judicious to substitute work of a superior character to that specified and as exhibited on the drawings, and to add thereto.

From

From the character of the specification it will also be evident that extra work (not provided for therein) would have been imperatively required.

The points here briefly referred to, as particularly demanding attention, are more fully discussed in Note C. The additional cost to that which would have been incurred by strict adherence to the former contracts, was rendered necessary for the attainment of the following objects:—

- 1st. Additional cost of iron for superstructure.
- 2nd. Widening, straightening, and perfecting the grading.
- 3rd. The substitution of arch culverts, covered by embankments, and permanent bridging in place of trestle work, (occasional) wooden culverts, or level crossings.
- 4th. The erection of five additional wood and water stations.
- 5th. Grading depot grounds.
- 6th. The construction of Shediac, Moncton, and Torryburn wharves.
- 7th. Making 35 miles additional fencing, and liquidating land damages.

* The proper value of these several additional items is as follows:—

Original contract price, £6,500 sterling,	per mile,	£7,800	0	0
Additional cost of iron above that specified,	"	240	0	0
Additional earth work for widening, straightening, and perfecting grading,	"	633	0	0
Additional cost of permanent bridging in lieu of trestle work, wooden culverts, and level crossings,	"	351	0	0
Additional wood and water stations,	"	35	0	0
Additional depot grounds,	"	138	0	0
Additional wharves,	"	83	0	0
Additional fencing,	"	51	0	0
Land damages,	"	277	0	0
Total cost of present road by original contract,		£9,608	0	0
Present estimated cost,		8,500	0	0
Saving per mile,		£1,108	0	0

From this it is evident, that it was only by the substitution of less perfect and permanent work, that the road could have been built cheaper than it is now being constructed.

It may not be improper here to call attention to the comparative estimate which has been furnished to you, of the average cost per mile of the Nova Scotia, New York, and European and North American Railways. It will therein be perceived that, in the items of grading, masonry, and bridging, the cost of this road is large in proportion—this increase, it must be remembered, is for work of an enduring and permanent character, (which governs the annual outlay for repairs,) while in rolling stock, buildings, engineering, and contingencies, the proportion of this is small.

This Table is worthy of study and is very significant, affording as it does, a true criterion by which the permanent character and economy of expenditure on the European and North American Railway may be judged.

The system of allowing Contractors to prepare their own specifications, select their engineers, design their locations, and superintend their own constructions, is one which renders them to a great degree irresponsible, enabling them, in fact, to make a Railway to suit their own pecuniary advantage, and is altogether incompatible with the true interests of a Provincial undertaking, especially one of the magnitude and importance here involved.

While investigating the comparative merits of the two mentioned methods of Railway construction, it has been my somewhat unenviable duty, to institute a comparison between the line as first located and the works as now being completed; and I trust, that in so doing, I have not laid myself open to the charge of drawing invidious conclusions

* For a farther explanation of this comparative estimate, I refer to Note C, where the causes of these items being charged, are enlarged upon, and I also call attention to the significant quotations from the Report of Mr. Charles Hutton Gregory, and Mr. Walter Shanly, on the Grand Trunk Railway.

clusions or of making contrasts further than was necessary to render the subject fully intelligible.

It is far from my intention to convey the impression that the Contractors or Engineers did not fulfil their several engagements, as *defined* and ascertained, by a strict construction of the terms of the original Contract. On the contrary, I do not hesitate to say that these gentlemen fully executed the works as specified, which were, as far as completed, constructed in accordance with the Contract. If just cause for complaint here exists, it is to be attributed to the want of definiteness in the specifications, which admitted of such latitude of interpretation.

The line as at first located was such a one as a judicious Engineer, whose special duty it was to study the pecuniary interest of his employers—without any regard to the subsequent cost of maintenance and running expenses—would have designed. It was, it is true, very curvilinear: but when it is taken into consideration that it was to have been paid for *by the mile*, and therefore rendering it a requisite object that the road should be made as long, and as easy to build as possible, this should cause no great surprise; in fact, it might have been *much less direct* than it was, and still have fulfilled all the requirements of the Contract.

The present excellent location of the European and North American Railway, is mainly attributable to the numerous surveys and plans previously made of it by several eminent Civil Engineers.

The first survey was made by John Wilkinson, Esquire, an exceedingly careful and scientific geodetic Surveyor, whose accurate and very superior topographical plans have been of the most essential service;—a survey subsequently prosecuted by Messrs. Beattie and Campbell, well known in the profession; afterwards by Frank Giles, Esquire, assisted by a very competent staff, whose comprehensive profiles and plans were of the greatest value in selecting the present location, (these being subject to the approval of A. C. Morton, Esquire, the Consulting Engineer.) All the gentlemen above referred to contributed to render the final survey and location comparatively easy, and gave to their successor and the Province the benefits of all their previous labours and experience.

Before speaking of the Engineering Staff, I must first beg to acknowledge the very valuable advice and courteous consideration which I have invariably received from Mr. Parker, C. E., of Boston, who was employed by the Government to inspect and report upon the works.

ENGINEERING STAFF.

The staff has been organized upon the American system, which is considered the best adapted for the requirements of the construction of Public Works on this Continent, wherever the general and promiscuous way of letting works to men of all classes is entertained, without any special regard being had to their qualifications; and so long as the lowest tender for work must necessarily be accepted, such an organization of the staff will be imperatively requisite.

In England a different system is adopted; the Public Works are rarely let except to *bona fide* Contractors, well known to have extensive experience and capital; such men have generally a thorough knowledge of their business, and keep in their employ a regular staff of Engineers. The works are generally let to the contractors after the locations and plans have been carefully arranged and decided upon,—they becoming responsible for the works, and executing them under the supervision of their own Engineers; the Company or the Government, as the case may be, merely employing a Chief Engineer and such a limited staff of Resident Engineers and Inspectors as may be sufficient for the *general* supervision of the works.

This, it is evident, could not be done in this country, as for the reasons already stated the Contractors have not the experience as a general thing, nor have they the Engineers in their employ; and the result would be that, if works were let to them under the English system, the Engineering (if done at all) would be done very badly, while the construction generally would be “scamped.”

The English system has to a certain extent been tried in Nova Scotia, and I find from the very able Report of Mr. Laurie, the Civil Engineer appointed by the Government of that Province to examine and report upon the Nova Scotia Railway, that the result has not been satisfactory.

Extract

Extract from Mr. Laurie's Report, page 41 :—

“ It may be proper to state, that I consider the Engineer Department of the Road as having been organized on too limited a scale, originating, no doubt, in the laudable desire of economy, but in this it is quite possible to go too far. The force employed has not been sufficient to give the requisite levels and stakes during the progress of the work, and we consequently find, at several places, the grading out of line, excavations and embankments too wide, and at others not wide enough, improper ballasting used, and other matters of detail imperfectly executed. Some of the bogs and lakes which have swallowed up such large quantities of material, could have been partially or wholly avoided, and no doubt would have been, had proper soundings been taken to determine their depths on the original surveys. The services of one or two well qualified assistant Engineers, in addition to those who have been employed on the Road, to have given a personal superintendence to the work, would have saved large expenditures at many points—expenditures which, although nominally borne by the contractors, have generally in the end to be made up to them in the shape of allowances or otherwise. The duties of Chief Engineer are such, in the office, as prevents his spending much of his time upon the line during the construction of a Road.”

With the above view, the Engineering Staff has been latterly organized upon as limited a scale as was compatible with thorough efficiency, and the work has been systematically carried on in the following manner:—As soon as the surveys and locations had been completed, the plans and drawings prepared, and the contracts let and signed, the Road was divided into eight separate Divisions, each averaging about 13 miles in length, and placed under the charge of Division Engineers.

The duty of these Engineers was to attend to the careful “setting out” of the numerous works and structures, to see that they were built of the best material, in a proper manner and in accordance with the specifications, to make to the Chief Engineer regular returns of all work done and material delivered on their respective Divisions, for each month then ending, so that the Contractors could receive monthly payments for the exact amount of work done; in fact, to take sole and full charge of all the works on their respective Divisions, receiving orders from, and reporting weekly to the Chief Engineer, who by this means is kept constantly and correctly informed of everything transpiring on each Division of the Road.

A principal Assistant Engineer, of matured experience, was also appointed, whose duty it was to take the general supervision of the whole of the works, and act under and carry out the particular views and orders of the Chief Engineer, and pass over the work, as often as possible, consulting and advising with the several Division Engineers on the state of the works generally, and on any particular difficulty that might at any time arise.

In the principal Office at Saint John a Draughtsman and two Assistants, and also a Clerk, have been appointed. The duty of the former was to prepare all maps, plans, and drawings of structures of every description, under the especial direction of the Chief Engineer and the principal Assistant. This important service has been very onerous, from the fact of each Section being let separately for a “gross sum,” necessitating the preparation of distinct sets of drawings in full detail for each Contract in duplicate; and it is but justice to say, that the execution of these latter reflects the greatest credit upon the gentlemen to whom this service has been entrusted. In addition to his special duties as Clerk, Mr. Stone has made out all the Contractors' monthly accounts as well as the pay lists and vouchers of the Engineering Department.

The following list shows the names and special duties of the Officers of the Staff, but it should be stated that some of the situations referred to are not at present occupied by their original holders :—

R. W. Burrowes,	Principal Assistant Engineer.	
George Wightman,*	Locating Engineer.	
Thomas Ramsay,*	Assistant Locating Engineer.	
Endicott King,*	Resident Engineer,	Saint John to Hampton.
John Stone,	Chief Clerk,	Principal Office, Saint John.
William Lunn,	Chief Draughtsman,	“ “
H. G. C. Ketchum,	Assistant Draughtsman,	“ “
John T. C. M'Kean,	“ “	“ “
Charles F. Ely,	Engineer in charge of Division,	Moncton.
F. P. Tuck,	Second Assistant,	“
W. J. Croasdale,	Engineer in charge of Division,	Salisbury.
Frederick L. Dibblee,	Second Assistant,	“

* Left the Road.

W. S. Rowson,

W. S. Rowson,	Engineer in charge of Division,	Anagance.
C. F. Gregory,	Second Assistant,	"
H. F. Perley,	Engineer in charge of Division,	Sussex.
William L. Hazen,	Second Assistant,	"
R. R. Thompson,	Engineer in charge of Division,	Norton.
E. R. Burpee,	Second Assistant,	"
W. H. Rankin,	Engineer in charge of Division,	Hampton.
G. F. Crookshank,	Second Assistant,	"
J. Edward Boyd,	Engineer in charge of Division,	Lakefield.
John H. Parks,	Second Assistant,	"
P. D. Cox,	Engineer in charge of Division,	Saint John.
J. Mahood,	Second Assistant,	"

In justice to the whole Staff I cannot allow this general notice of its various members to pass without gratefully acknowledging the ability, assiduity and faithfulness which have distinguished the entire corps. In this Report it would be out of place to particularize individual claims to regard; nor would it be in accordance with my own feelings to contrast the merits of the several officers mentioned who have each and all manifested an untiring zeal for the success of the road, and whose general conduct has been such as to entitle them to the warmest commendation; it is indeed to their zeal, fidelity and ability, that the degree of success attained in the prosecution of the details of the work, to which I can refer with satisfaction, is in a great measure attributable. Of every member of the Staff I can with sincerity say, that he has established a claim to a higher position than that which he now occupies.

As Heads of Departments, Messrs. Burrowes, Wightman, and King, are obviously entitled to special attention. If the position of these gentlemen in the Corps did not even demand this notice, my own grateful sense of the valuable and ready assistance which, whenever required, they have afforded me, calls for my warmest acknowledgment.

As Principal Assistant Engineer, his superior general engineering talents, practical knowledge of Mechanics, and a previous experience as Contractor as well as Engineer, have enabled Mr. Burrowes to afford me invaluable co-operation. To Mr. Wightman's skill as Locating Engineer, added to great experience and very superior judgment in selecting routes through a difficult and partly wilderness country, the superiority of the present location of the road over that formerly adopted, is mainly attributable.

Mr. King's unremitting attention to the onerous duties which devolved upon him as Resident Engineer in charge of the very heavy Division between Saint John and Hampton, together with his strict adherence to approved system and thorough practical knowledge, rendered his services of great value.

As Resident Engineer on the Moncton and Shediac Division, Mr. H. F. Perley's indefatigable zeal during the completion of this portion of the road, entitle him to great credit. To Mr. Perley also, as well as to the reliable assistance of Mr. H. G. C. Ketchum, I am much indebted for the aid they have afforded me in collecting many particulars, and arranging a portion of the data to be found in the Tables which accompany this Report.

In conclusion, I have to observe, that although this Report has exceeded the limits in which I had supposed it could be comprised, I trust that it will not be regarded as unnecessarily prolix or minute. When the great interest is considered, which is justly attached to the European and North American Railway—an interest not confined to this Province;—when the powerful influence which the success of the Road must have on the present fortunes, and in (its widest sense) the future welfare of our people;—when especially it is considered, that not hastily adopted or perhaps ill-founded expectations, are entertained, that this Road will ere long become the great thoroughfare of British North America—to form, it may not be presumptuous to hope, before many years elapse, the eastern portion of a great highway from the Atlantic to the Pacific—all these momentous topics for consideration being regarded,—it is surely most desirable, that every *official* statement or report relative to the Road, should be comprehensive and thorough.

I have the honor to be, Sir, your obedient servant,

ALEX. L. LIGHT, *Engineer.*

NOTE A.

In further explanation of the amount *virtually* saved by the adoption of the shorter route through Lakefield, it is necessary that the data forming the basis of the calculations made in the body of the Report, should be more fully enlarged upon.

The cost of the original line from Salmon Brook to Hammond River, around Gondola Point, 8.12 miles in length, would have been *by the lowest tender* £106,791, or at the rate of £13,152 per mile, including superstructure, stations, rolling stock, and land damages.

The saving in distance, effected by adopting the line through Lakefield, was 1.45 miles, which at the before mentioned rate would amount to £19,070, the annual interest on which sum at six per cent. is £1,144.

The annual wear and tear, and repairs, as well as the cost of running the trains, that would have arisen upon this unnecessary 1.45 miles of Railway, will be ascertained by the following investigations:—

The expense for repairs of iron rails, after allowing for the value of the old material, has been found to be equal to the cost of an entire renewal once in every fourteen years—that for cross ties to a renewal once in eight years.

The annual cost of repairs per mile upon a substantially finished way and works may be stated as £100.

Thus we obtain for annual wear and tear, and repairs, the sum of £370 upon this distance saved.

Assuming four as the least number of trains that would daily have passed each way over this 1.45 miles of Railway, if it had been constructed, we have an aggregate saving per annum of 3,500 miles of distance effected by the adoption of the Lakefield route.

The cost of running a train may be stated at two shillings and nine pence per mile, including all incidental expenses, except wear and tear and repairs of track; this makes a saving of £419 for this item

In a word, assuming the cost of this 1.45 miles of Railway to be as above, £13,152 per mile, or £19,070 for the whole distance, the interest of which is £1,144; the annual repairs, as well as wear and tear of superstructure, to be £370, and the annual running expenses also £419; the *total* annual expense will then be £1,933, which is the interest of £32,216 at 6 per cent., which sum might profitably have been expended in shortening the Railway 1.45 miles.

It so happened that the line through the Lakefield settlement, instead of requiring this sum to be expended upon it over and above the cost of the Gondola Point Line, was actually obtained for £31,500 less money than the longer line—adding together, therefore, the sum actually saved and the sum that might properly have been expended to obtain the shorter route; we have the sum of £63,716 as the *virtual* saving by the adoption of the line by Lakefield, which was in every way superior.

The following is an extract from a work by W. M. Gillespie, C. E., Professor of Civil Engineering, entitled "Roads and Railroads," wherein as he himself expresses it, "the results of an Engineering experience in all parts of the United States, &c., have been combined."

This extract, from such a well known and undoubted authority, so fully embodies my own views upon this important subject, that I will make no apology for inserting it.

"ECONOMY OF STRAIGHTNESS.

"From the great cost of the superstructure of a Railroad, and the continually increasing expense of keeping it in repair, it is highly desirable that it should be as straight, and consequently as short as possible.

"As the earthwork of a Railroad costs almost nothing for repairs, while those of its perishable superstructure are very great and proportioned to its length, as is also the cost in fuel, wages, and wear and tear of the engines of running the road, it will often be advantageous to make large expenditures for the former element of cost, in order to lessen the length of the road, and consequently the annual expenditures for the latter.

"Suppose the total cost of a Railroad to be \$30,000 per mile, the interest of which is \$1,800; the annual repairs of the superstructure \$1000 per mile; and the expenses of engines also \$1000 per mile: the total annual expense will then be \$3,800, which is the interest of \$63,000, which sum might profitably be expended to shorten the road one mile, or \$12 to shorten it one foot of length. If this single foot gained was the only result of a day's labour of a locating party, it would be a satisfactory equivalent for the expenses of such a day's work.

"On these grounds, a *short* route, which has the faults of steep grades and curves of small radius, may profitably receive an outlay of capital upon it, for the purpose of lessening these defects, equivalent to the cost of the difference of distance between it and a *longer* line, which has better grades and curves.

"From these considerations it is also seen that a line ought not to diverge from the direct course between its extremities, and thus increase its distance, for the sake of the trade of a small Town, for whose benefit the time and fare of all the passengers and freight on the whole line would thus be taxed. It would be preferable to make a branch track to the Town."—See "Roads and Railroads," page 270.

NOTE B.

REMARKS ON CURVES.

The theory of a perfect Railway requires that it shall follow a right line on plan and be uniformly level from end to end.

These two conditions are made impracticable by the interposition of natural obstacles, such as hills, rivers, buildings, &c., which must be avoided, or crossed, or passed within certain limits.

The principles regulating all lateral deviation are, *first*, that they can be made only in curves, angles being incompatible equally with the speed to be attained on Railways, and with the constantly parallel axes of the four or six wheeled machines impelled upon them; and *secondly*, that as the perfect condition is a right line, so does comparative perfection consist in the minimum amount of deviation from it, that is, in the largest possible radius of curvature.

The Count De Pambour, in his work on Locomotive Engines, says—"Curves in Railways present inconveniences which are by so much the greater as their degree of curvature is greater.

These inconveniences are of three kinds: 1st, when a wagon moves in a curve the wheel which follows the outer rail necessarily goes over more ground than that which follows the inner rail. Now, in wagons at present in use, the two wheels of the same pair are not independent of each other, but are fixed invariably on the axle which turns with them. Therefore the distance described by the one cannot be less than the distance described by the other, except the latter be drawn without turning over the difference between the two distances to be described. This is in consequence an additional resistance offered to the motion.

2nd. The centrifugal force created in the passage of the curve, by virtue of the velocity of the motion, may urge the wagon outwards, so far as to produce a contact and consequently a friction of more or less energy of the flange of the wheel against the outer rail; and the resistance produced by this cause is much more injurious than the former one, because the friction takes place on the whole of the distance performed by the wheel, and not merely on the difference of the distances performed by the two wheels.

3rd. Finally, the centrifugal force of the motion may be such as not only to press the flange of the outer wheel against the outer rail, but by pushing the wheel violently in a direction tangential to the curve, it may drive the flange of the wheel over the rail, and thus throw the train out of the rails."

The following Tabular Statement, compiled from the "Third Report of the Officers of the Railway Department," in England, in 1843, exhibits the average velocities attained on five different Railways—the great difference in which was mainly attributed to the difference in their curves only:—

						Average velocity attained.
Northern and Eastern, ... ..	...	...	...	...	...	36 miles per hour.
Great Western, ... ..	...	...	...	...	...	33
London and Birmingham, ... ..	...	...	...	...	...	27
Manchester and Leeds, ... ..	...	...	...	...	...	24
Birmingham and Gloucester, ... ..	...	...	...	...	...	23½

The Northern and Eastern Railway, with the exception of one sharp curve where it joins the Eastern Counties Line, is very straight, occasionally extending for several miles in a perfectly straight direction.

The London and Birmingham—constructed through a difficult country—has moderate curves and gradients. The Manchester and Leeds Railway has curves generally of $\frac{1}{2}$ of a mile radius, and some still less.

Thus it would appear that the sharper the curve, the greater the resistance offered to the impelling power, and consequently the greater expenditure of fuel in the locomotive engine to overcome that resistance; an increased amount of wear and tear to the rails and flanges; and it may be added, as the result of actual experience, entails an additional outlay for maintenance of nearly 25 per cent.

The following fact may also be deduced, namely—that reducing the curvature on a line of Railroad, not only *actually* shortens the distance to be travelled over, but *virtually* reduces that distance still further by enabling a much greater rate of speed to be attained, with safety and economy.

From this brief compiled history of the disadvantages of curves upon Railways, I now proceed to analyze as nearly as possible (from such data as are extant upon the subject) the approximate value of the *virtual* saving made by the reduction of curvature upon this road.

It is much to be regretted that the experiments which have hitherto been made relative to the resistance caused by curvature at high rates of speed have not been conducted upon a more enlarged scale, and in a more comprehensive manner; although sufficient is known to warrant very decided conclusions being made upon the subject.

From various experiments made upon curves of different radii, to ascertain the resistance due to curvature, it has been found that the resistance at the same speed is inversely in proportion to the radii, commencing with a curve of 6000 feet radius, and *merely moving the load*, the ratio of increase of resistance, as the radii were reduced, shows that 200 feet radius is the curvature upon which theoretically the resistance would be doubled, or upon which it would require double the power to draw a given load that would be required upon a level straight line.

A full circle of this latter radius would be about 1256 feet in length; it follows, therefore, that in passing round a full circle of this radius, the consumption of power which would be required will be twice that which would be necessary upon a level straight line of 1256 feet in length; or, in other words, the extra consumption of power required by the resistance due to the curve, would have drawn the load an additional distance of 1256 feet on a level straight line.

The resistance due to curvature being found, as before stated, to be precisely in inverse proportion to the radius, it follows that the total amount of resistance due to a full circle, or 360 degrees of curvature, would be the same whatever the radius might be; and that the extra consumption of power required to overcome that amount of curvature would be sufficient to draw the load 1,256 feet of additional distance upon a level straight line.

It must, however, be understood, that this result is deducted from experiments made upon a load *merely moving* at a very slow rate of speed.

No satisfactory experiments have yet been made in this country to determine the resistance on a given curve due to high rates of velocity, but it cannot be doubted that the increased resistance upon a given curve would be precisely in proportion to the speed.

In merely moving a load upon a level straight line, no resistance except friction is developed; this having been assumed in these experiments to be about eight pounds per ton, and the power necessary to move the load on a curve of 200 feet radius, being double that amount, it follows that eight pounds per ton is the resistance due to that curvature when a load is merely moved.

In estimating therefore the value of a road designed for moving heavy loads at a very low speed, that is to say, in reducing the length of such a road to its equivalent length of straight line, it would be a fair rate to add to the measured length 1,256 feet for every 360 degrees of curvature.

Applying this rule to the line under consideration, the saving of distance upon the new location, in consequence of the reduction of curvature, would be about one mile and a quarter; but when taking into view the fact, that we are constructing a Railway for moving trains at a speed of from 20 to 60 miles per hour, the actual saving of distance that will be found upon a proper equation will be far greater.

The above deductions from the experiments of Mr. Latrobe, the Chief Engineer of the Baltimore and Ohio Railway, which were made with great care, are perfectly reliable; they fully demonstrate the value of the resistance of curvature when the load is *merely moved*; but no exact proportion has yet been accurately ascertained of the value of the additional resistance due to any increased rate of speed.

In the autumn of 1855, Mr. McCallum, the eminent Superintendent of the New York and Erie Railroad, instituted a careful series of experiments for the purpose of determining the relative power required upon the several divisions of the road for the transportation of *heavy freight*.

Previous to the date of these experiments, it had been customary to estimate the friction of cars with wheels of 30 inches and journals of 3 inches diameter at about 7 lbs. per ton, or 8 lbs. per ton, for wheels of 33 inches, but the average of six experiments, at a speed of 10 miles per hour, conclusively shewed that the friction of the loaded cars did not exceed $4\frac{1}{2}$ to 5 lbs. per ton.

After a careful examination and comparison of the loads, moved upon the ruling grades and curves of various sections of the road, it was certainly ascertained that the friction of the cars was $4\frac{1}{2}$ lbs. per ton, (of 2,000 lbs.) The resistance of curves being $\frac{1}{2}$ lb. per ton for a deflection of one degree of curvature per 100 feet at the same rate of speed. Assuming the friction at 5 lbs. per ton, the resistance upon the deflection of one degree of curvature per 100 feet would be 10 per cent. additional; and as the resistance at the same speed is inversely in proportion to the radius as already stated, it follows, that a curve with a deflection of 10 degrees per 100 feet, or of 573 feet radius, would double the resistance; a full circle of this radius would be about 3,618 feet in circumference, therefore in passing round this curve the consumption of power which would be required would be doubled, or otherwise, the power requisite to carry the load around this curve, would have drawn it an additional distance of 3,618 feet upon a straight and level line. By this it will be apparent that the reduction of every 360 degrees of curvature would be tantamount to a reduction of 3,618 feet of distance.

In estimating therefore the value of a road designed exclusively for freight at a speed of 10 miles per hour, that is to say—in reducing such a road as previously stated, to its equivalent length of straight line, it would be a fair rate to add to the measured length 3,618 feet for every 360 degrees of curvature, or *vice versa*; applying this rule to the line under consideration, the saving of distance in consequence of the reduction of 1,727 degrees of curvature would be about $3\frac{1}{4}$ miles.

The only reliable experiments on the resistance of curvature at *high velocities*, are those of that eminent Civil and Mechanical Engineer, Daniel Kinnear Clark, Esquire. These trials were made in England, on one continuous run on varying gradients, and with various curves, of and under one mile radius.

Mr. Clark found that at a speed of 45 miles per hour, on curves of one mile radius and under, the resistance was upwards of 20 per cent. more than on a straight line. As he does not state what proportion of the curves were less than a mile radius, the data are to a certain extent indefinite. It is well known that by the Statute Law of England, curves having a radius less than a mile, are the exception upon Railways; it would therefore not be improper to assume a mile as the radius upon which the resistance will be increased 20 per cent. at the above speed. This point being established, the following results will be a natural consequence.

It being borne in mind that the resistance increases in inverse proportion to the radius, it follows that a radius of one-fifth of a mile, or a deflection of 5 degrees and 25 minutes per 100 feet, would double the resistance. The periphery of a full circle of the latter radius, will be about 6,635 feet, consequently, in passing round such a circle, the consumption of power required will be twice that which would be necessary on a level straight line of 6,635 feet in length.

Applying this calculation and deduction therefore to the line under consideration, and to the data previously given, we have a direct proportion as follows:—as the number of degrees in an entire circle is to the number of degrees of curvature saved by the present location, so is the circumference of a curve of one-fifth of a mile radius to the total virtual saving of distance (in consequence of the reduction of curvature) upon the new location, which saving has been ascertained to be 31,829 feet or a little more than six straight and level miles—adding this, therefore, to the direct saving of 2.66 miles before shown, we have altogether a saving equivalent to 8 and $\frac{2}{3}$ miles of distance.

Assuming these deductions and conclusions to be correct, (as it may safely be presumed they are,) being based upon the experiments of three of the most distinguished Engineers of the age, the question next arises—what expense might have profitably been incurred, to obtain this permanent virtual reduction of friction and consequent diminution of running expenses?

Assume the direct saving of $2\frac{2}{3}$ miles road at a cost of 7,800 per mile, (the original contract price,) the total will be £20,800, the interest of which is £1,248; to this add the annual saving of reduced running

running expenses over the whole 8½ miles, (*virtually* saved.) which (by using the same figures already explained in Note A, is found to be equal to that upon 21,000 miles of distance, and which at the rate of two shillings and nine pence per mile,) is £2,987; this latter sum added to the interest upon the *actual* saving above mentioned, makes a total of £4,135, which is the interest of £68,916 at 6 per cent., which sum I maintain might profitably have been expended in *virtually* shortening the Railway the above distance.

The actual cost of this reduction has been £34,458, which may be seen as follows: The additional cost of grading as stated in the Report, was £633 per mile; of this item, one half was due to widening embankments and perfecting grading generally which would have been required on any line, the other half, chargeable to shortening and straightening, was equal to £34,458 as above stated.

Thus, it will be seen that the clear gain effected by the shortening and straightening alone, (exclusive of wear and tear of superstructure, already stated to be twenty five per cent.) without taking into account the increased *safety* insured thereby, amounts to the sum of £34,458.

NOTE C.

In arriving at the conclusion which I have with regard to the extra sums that must be added to the original contract price of £7,800 per mile to bring the road as designed by former Contractors to the same standard of excellence as the Railway now building, as stated in the estimate in the body of the Report, the following data have been employed:—

1st. Those obtained by a careful examination of the several very explicit plans, profiles, and estimates for the route originally intended to have been pursued, which were left by the former Contractors, and transferred to me by order of the Government.

Secondly, Those furnished by an intimate knowledge of the character of the works executed between Moncton and Shediac on this line, as well as by a close inspection of all the works in Canada completed by the same firm.

Thirdly, The final cost of the latter, and the remarks of the several Engineers who have reported thereon, in addition to those afforded by a careful study of the Specification (marked A, appended to this Report,) which confirmed the opinion adopted in reference to this subject, and which I now proceed to analyze.

1st. The Contract of which this Specification forms a part, defines that should the first cost of iron in England exceed £6 per ton, the additional cost should be regarded as an extra. The iron used upon this Railway has cost £8 per ton sterling, making a difference on the required quantity (at the rate of 100 tons per mile) equal to £240 currency.

Secondly, The embankments are required by the Specifications to be 15 feet wide at formation level, with slopes of one and a half horizontal to one perpendicular; this has been found insufficient, and they have been increased to 20 feet in width, and the slopes in many instances on high embankments have been increased to two to one; this added to the additional quantity required in straightening the line, increased the earthwork by 1,300,000 cubic yards. The rock work has been reduced from 194,000 to 125,000 cubic yards, by the change from the Gondola Point to the Lakefield route. By equating these differences of quantities at their respective values, it is found that here £633 per mile has to be charged to the original Contract.

The next item is the extra expense occasioned by the substitution of permanent bridging in lieu of trestle work, wooden culverts, and level crossings; here the specifications stated "that bridges under the Railway of 100 feet span and upwards, to be constructed of iron, and under that span, of timber or stone, or both, at the discretion of the Contractors, &c." On reference being had to the Plans it was found that there were four bridges marked "iron," of an aggregate length of 1,800 feet, over Scadouc, Salmon, Trout and Hammond Rivers, twenty two marked "wood." As these bridges were all designed with spans less than 100 feet, and as there was no necessity for making more than the specified width of iron, it would have been in excess of Contract if they had been so completed.

It is impossible to say of what character of work these bridges might have ultimately been, though in this comparison it has been assumed that they would be completed with iron.

There were bridges designated in the plans as "wooden viaducts," of an aggregate length of 4,084 feet. If those bridges built between Shediac and Moncton by the former Contractors, and which were specified in a similar way upon the Plan, may be taken as a criterion of the character of work in which the remainder would have been completed, the price stated of £5 per lineal foot would be considered as ample compensation for the construction of the whole.

The actual cost (by Contract) of completing the permanent bridging between Saint John and Moncton, exclusive of the three iron bridges common to both Lines, is £38,497; deducting £20,420 as the value of the trestle work above stated, there is a balance of £38,077, or £351 per mile to be added to the original Contract.

It will be seen by comparing Table A, No. 6, with the list of Stations in Specification A, before mentioned, that there have been added to the latter five wood and water stations, amounting in the aggregate to the sum of £3,750, equal to £35 per mile.

Grading of Depot grounds is an extra, and is the same as charged in Table A, No. 1, £14,982, which is equal to £138 per mile.

The additional wharves (at Shediac, Moncton and Torryburn,) are the same as charged in Table A, No. 1, and equal in the aggregate cost to £9,022 or £83 per mile. These wharves were not included in the original Specification.

The fencing was only to be "where required, of post and rail." As a considerable portion of the original location was through a wilderness country, it is considered that for at least one third of the whole distance the fencing would have been entirely dispensed with. On the present location the fencing is constructed on both sides of the line (of a very permanent character) for the entire length; therefore the charge of £5,600 for a distance of 35 miles (or at the rate of five shillings per rod,) equal to £51 per mile on the aggregate distance, is deemed a just one.

The Land damages, it will be seen by reference to the Specification, were not taken into account; the proper liquidation of this item is estimated in Table A, No. 1, to be £30,000, equivalent to the sum of £277 per mile.

All these items taken together make up the sum of £1,808, which, added to the original contract price of £6,500 sterling, or £7,800 currency, makes an increase (as previously shewn in tabular form) over and above our present estimated cost, equivalent to £1,108 per mile.

As the selection of the best form of Rail is a matter of paramount importance, I beg leave, in confirmation of my previously expressed opinion, to refer to the following quotations from the Report of Mr. Charles Hutton Gregory, (the eminent Civil Engineer sent out from England by the Grand Trunk Railway Company) "upon the construction of the Railway, the character of the Works, and the quality of the rolling stock supplied under the Contracts," of that Railway.

PERMANENT WAY.

"The description of Permanent Way specified and executed on your Railway was, I understand, settled after a consideration of the forms and details found to be most successful on the lines of the Northern States.

"The action of the severe frosts and rapid thaws distorts the whole structure of the Road to such an extent that the English system of contiguous bearing, or cast iron chairs with fittings, were alike inadmissible; and it was necessary to adopt a form of great simplicity.

"The Rail of 63 lbs. per yard, which is either of the form called the Bridge rail, or that called the single T rail, rests directly on sleepers, 2 feet 6 inches apart, and is secured to them by spikes. The joints are supported on a wrought iron chair, weighing in some cases 8 lbs., and in some cases 12 lbs., the former being the prevailing weight.

"Simplicity is no doubt thus attained; and from all the inquiries I made, I am led to the conclusion that the arrangement adopted is the one approved by most of the local Engineers; and an identical arrangement has been adopted by eminent English Engineers on the Haddiscoe and Halesworth Railway in England, on the Altona and Kiel, on the Royal Danish Railway, and, I believe, on other lines on the Continent.

"These circumstances undoubtedly justified the adoption of such a system in the Specifications. This road is certainly superior to the road laid with light cast-iron chairs, so common in the Northern States; and where it is fully ballasted and well maintained with good material it runs well; but from a study of those parts of your line where it has been most severely tried, I have concluded that present experience might lead you to the adoption, in future works, of the single T rail, with fished joints, or with Adams' Bracket Chair of wrought iron, either of which, I believe, would make a more perfect road; but it is right to add that even the first and best known of these was not generally accepted as an improvement when your road was designed. Meanwhile, on the existing portions of your system, I believe that a sensible improvement might be effected by putting in large-sized Sleepers at the joints, and arranging the spaces between the Sleepers so as to be least next the joint sleepers.

"The crossings of your permanent way are of good construction, and the simple shifting rail adopted for Switches is, in my opinion, the best suited for this climate."—*See Report, page 34, Grand Trunk Railway, 1857.*

"The Earthworks appear to have been properly executed; but the contract width of 15 feet was found to be insufficient for the embankments, which were subsequently increased, and the additional work allowed for in the final settlement."—*Ibid, page 25.*

"Many of the culverts have been made with timber tops to facilitate the clearing of them, and I do not consider this variation from the Specification to be objectionable, while the saving to the Contractors, where any exists, would be inconsiderable."—*Ibid, page 26.*

"It is also noteworthy that the permanent character of the important Bridges on the Grand Trunk Railway proper, will in the course of years be productive of great saving, from the absence of those losses by decay, or fire, or flood, which as you know to your cost are too prevalent elsewhere, both in Canada and the United States."—*Ibid, page 37.*

Extract from Report of W. Shanly, Esquire, Chief Engineer of the Grand Trunk Railway.—*See page 11, Report, December 1858.*

"East of the Saint Lawrence, the whole line to Portland, having been originally constructed without that view to permanency which characterizes it between Toronto and Montreal, and between Richmond and Quebec, the outlay called for in the renewal of wooden bridges, the reconstruction of imperfect masonry, and the ballasting of the permanent way, &c., has necessarily been very large, and must continue to be large for some years to come. The wooden bridges are the main source of expense. There were originally upwards of 9000 feet in length of this perishable description of structure between Longueuil and Portland. Renewals in iron have, to a certain extent, taken place already—the most important being that of the bridge over the River Richelieu, where 900 feet in length of tubular girder have been substituted for the original wooden bridge, which was far advanced in decay. A good many other bridges, also, which were no longer safe, have been renewed in wood, and the work of reconstruction is still going forward, and the road gradually assuming in other respects, as well as in the bridge work, a stable and permanent character.

"The largest proportion of the expenditure is due to the American section of the line, 149 miles, from Island Pond to Portland, where the outlay chargeable to capital for the past year amounts to £438 10 2 per mile."

N. B.—I may state that the approved portion of this superstructure, as well as the improvements recommended, (with the exception of the "Adams' bracket chair,") were adopted on this Railway as early as the Winter of 1856-7.

TABLES REFERRED TO IN THE FOREGOING REPORT.

TABLE A.—No. 1.

Approximate Estimate of the Cost of the European and North American Railway, from Mill Street, Saint John, to Shediac Harbour, including Stations, Rolling Stock, and Land Damages.

Grading, Masonry, Bridging, Fencing, laying track and Ballasting, First Division, from Saint John to Salmon Brook, as per Table No. 2,	£86,784	5	8
Grading, Masonry, Bridging, Fencing, laying Track and Ballasting, from Salmon Brook to Sussex Vale, as per Table No. 9,	£160,921	4	3
Fencing, as per Table No. 9,	2,400	0	0
		163,321	4 3
Grading, Masonry, Bridging, and Fencing, from Sussex to Salisbury, as per Table No. 9,	£58,796	3	4
Clearing, as per Table No. 9,	1,500	0	0
Track laying and Ballasting,	19,000	0	0
		79,296	3 4
Grading, Masonry, Bridging, Fencing, laying Track and Ballasting, from Salisbury to Moncton,	£55,059	7	9
Clearing, as per Table No. 9,	1,850	16	5
		56,910	4 2
Grading, Masonry, Bridging, Fencing, laying Track and Ballasting, from Moncton to Shediac, as per Table No. 3,	92,531	15	4
Grading and preparing Depot Grounds,	14,982	17	8
Stations, as per Table No. 6,	24,515	14	1
Plant and Surveys by Jackson & Co., see Table No. 7,	29,735	17	1
Appleby's Wharf, as per Table No. 9,	373	15	3
Moncton do. do.	498	12	7
Shediac do. do.	8,150	2	8
		£557,100	12 1
Total amount of Contract Work, as per Table No. 9,			
Contingencies, &c., 15 per cent. on £339,026 3 6, (being amount of work under construction,)	50,853	18	2
109.18 miles superstructure at £1,653 per mile,	180,474	10	9
5 per cent. for sidings,	9,023	14	6
Iron Girders for Bridges,	20,000	0	0
Rolling Stock, as per Table No. 8,	80,523	13	8
Land Damages,	30,000	0	0
		£927,976	9 2
Currency,			
Sterling,		£773,313	14 10

Total distance, including Moncton Branch, equal to 109.18 miles, making cost per mile £8,500 currency, or £7,083 sterling.

TABLE A.—No. 2.

Cost of first Division from Mill Street, Saint John, to Salmon Brook, a distance of 9.60 Miles, exclusive of Stations, Rolling Stock, and Land Damages.

Section.			
No. 1. Charles Walker, Dillon P. Myers & J. Brookfield,	£4,191	18	8
No. 2. Dillon P. Myers,	39,799	2	8
No. 3. Walker Rankin & Walker,	9,693	18	7
No. 4. John Brookfield,	17,524	4	9
		£71,210	4 8
Miscellaneous Account,	£6,476	0	0
Iron and Girders,	700	0	0
Fencing,	2,029	0	0
Levelling and Ridging,	120	0	0
Proportion of Engineering,	4,061	11	0
Work done by Jackson & Co.	2,187	10	0
		15,574	1 0
		£86,784	5 8
9.60 miles of Superstructure, at £1,653 per mile,	£15,868	16	0
Sidings on do.	1,114	0	0
		16,982	16 0
		£103,767	1 8
Equal to £10,809 per mile.			

TABLE A.—No. 3.

Cost of Line from Moncton to Point du Chene, Shediac, including the Moncton Branch, (20.30 miles in all,) exclusive of Stations, Rolling Stock, and Land Damages.

John Brookfield, Section No. 3,	£16,181 11 8	
William Stevens, Section No. 2,	16,354 7 8	
Walker Rankin & Walker, Section 1,	27,178 4 1	
		£59,714 3 5
Work done by Jackson & Co.	£17,812 10 0	
Fencing, Moncton to Point du Chene,	2,768 3 3	
Proportion of Engineering,	4,506 13 4	
Miscellaneous Account, including Maintenance,	7,730 5 4	
		32,817 11 11
		£92,531 15 4
20.30 miles of Superstructure, at £1,653 per mile,	£33,555 18 0	
Sidings, Sloping and Soiling,	2,562 0 0	
Iron Girders for Scadouc Viaduct, charged in Table No. 7,	3,000 0 0	
		39,117 18 0
		£131,649 13 4

Equal to £6,485 per mile.

TABLE A.—No. 4.

Approximate Estimate of one mile of Superstructure and Ballast.

98 tons Iron Rails (63 lbs. to the yard) @ £12 10s.	£1,225 0 0	
2 " " additional for waste @ £12 10s.	25 0 0	
100 tons. Total,		£1,250 0 0
5 tons 8 cwt. Cast Iron Chairs of (24 lbs. each) @ £10 per ton,	£54 0 0	
12 cwt. " " additional for waste, @ £10,	6 0 0	
6 tons. Total,		60 0 0
2½ tons Spikes @ £21,	52 10 0	
2,400 Sleepers @ 2s. 1d.	250 0 0	
Proportion of permanent points and crossings,	40 10 0	
Total for Track,	£1,653 0 0	
4,350 cubic yards of ballast,	£500 0 0	

N. B.—Track-laying included in Contracts.

TABLE A.—No. 5.

Approximate Estimate of the actual value (at current prices) of work done by Jackson & Co. between Shediac, Bend, and Saint John, as nearly as can be ascertained from measurements taken on reception of the work.

BEND AND SHEDIAC DISTRICT.		
Clearing,	£570 0 0	
Workmanship on Scadouc Bridge,	6,000 0 0	
125,800 cubic yards Earth Excavation, at 1s. 3d.	7,862 10 0	
1,500 cubic yards Masonry at 20s.	1,500 0 0	
180 lineal feet Wooden Bridging at 80s.	720 0 0	
2,900 tons Iron distributed, at 8s.	1,160 0 0	
		£17,812 10 0
SAINT JOHN DISTRICT.		
18,750 cubic yards Earth Excavation at 1s.	£937 10 0	
4,000 " " Rock Excavation at 6s. 3d.	1,250 0 0	
		2,187 10 0
Total amount,		£20,000 0 0

TABLE A.—No. 6.

ABSTRACT OF STATIONS.

No. 1. "Saint John,"	...	...	Class No. 1,				
Passenger Station (wooden) including Shed,	...	...	...	£1,526	0	0	
Car House, 45 × 335,	...	...	...	1,331	0	0	
Engine House (brick) 175 feet diameter,	...	...	...	2,941	5	0	
Wood Shed 30 × 100,	...	...	...	256	0	0	
Freight House 50 × 150,	...	...	...	1,000	0	0	
							<u>£7,054 5 0</u>
No. 2. "Kennebecasis,"	...	...	Class No. 2,				
Passenger Station 50 × 28, Platform, &c.	...	...	...	£655	0	0	
Tank House, Woodshed, Privies, &c.	...	...	...	586	1	10	
							<u>1,241 1 10</u>
No. 3. "Nauwigewank" Flag Station and Platform, &c.			Class No. 4,				150 0 0
No. 4. "Ossekeng,"	...	...	Class No. 2,				
including Passenger Station, Freight House, Tank and Wood Shed,							1,455 0 0
No. 5. "Passekeag" Flag Station and Platform,			Class No. 4,				150 0 0
No. 6. "Norton" Passenger Station, Freight House, Tank and Wood Shed,			Class No. 3,				970 0 0
No. 7. "Apohaqui" Flag Station and Platform,			Class No. 4,				150 0 0
No. 8. "Sussex,"	...	...	Class No. 2,				
Passenger Station 50 × 28,	...	...	...	£1,675	13	6	
Tank House 18 × 18,	...	...	...	111	5	0	
Wood Shed 100 × 30,	...	...	...	303	10	0	
Freight House 70 × 45,	...	...	...	553	0	0	
Engine House 70 × 60, (3 pits,)	...	...	...	1,463	0	1	
Turntable 45 feet diameter,	...	...	...	466	10	0	
							<u>4,572 18 7</u>
No. 9. "Plumweseep" Flag Station and Platform,			Class No. 4,				150 0 0
No. 10. "Penobsquis" Flag Station and Platform,			Class No. 4,				150 0 0
No. 11. "Anagance" Passenger Station, &c.	...	...	Class No. 3,				970 0 0
No. 12. "Portage" Flag Station and Platform,			Class No. 4,				150 0 0
No. 13. "Petitcodiac,"	...	...	Class No. 3,				970 0 0
No. 14. "Salisbury,"	...	...	Class No. 2,				1,342 1 10
No. 15. "Boundary Creek" Flag Station and Platform,			Class No. 4,				150 0 0
No. 16. "Moncton" Station and Turntable,			Class No. 2,				1,556 7 5
Wood Shed required,	...	...	...	£256	0	0	
Freight Shed on wharf,	...	...	...	274	6	0	
							<u>530 6 0</u>
No. 17. "Shediac" Station and Turntable,			Class No. 2,	£1,947	13	5	
Wood Shed required,	...	...	...	256	0	0	
Freight House on wharf at Point du Chene,	...	...	...	600	0	0	
							<u>2,803 13 5</u>
							<u>£24,515 14 1</u>

TABLE A.—No. 7.

Statement shewing why the sum of £29,735 17 1, is included in Estimate No. 1 attached, and how the whole amount of £90,000 Sterling is accounted for.

Amount paid Jackson & Co., for Surveys, Work, Iron, Rails, and Permanent Material delivered, and Plant furnished, £90,000 Sterling, equivalent to ...	£108,000	0	0
Rails, chairs, spikes, sleepers in St. John, Bend and Shediac, delivered by Jackson & Co., and included in Estimate of superstructure,	£46,888	2	11
Stationary Engine, and Fixings for Shediac Station, included in Estimate of Rolling Stock,	762	0	0
Permanent wheels for Carriages, included in Estimate of Rolling Stock,	224	0	0
Locomotive Engines "Hercules" and "Sampson," included in Estimate of Rolling Stock,	5,390	0	0
Iron Girders for Scadouc Viaduct, included in Estimate from Moncton to Shediac,	3,000	0	0
Probable value of Plant remaining after completion of the Railway,	2,000	0	0
		£58,264	2 11
Actual value of work done by Jackson & Co., as shewn in Table A, No. 5, ...	20,000	0	0
Balance charged in Estimate A, No. 1,	29,735	17	1
		£108,000	0 0

TABLE A.—No. 8.

Approximate Estimate of Rolling Stock and Machinery.

8 Locomotives—"Saint John,"	£1,575	16	0
"Kennebeccasie,"	1,700	0	0
"Petticodiac,"	2,350	0	0
"Anagance,"	2,731	6	2
"Loostauk,"	2,325	0	0
"Scadouc,"	2,350	0	0
"Hercules,"	2,695	0	0
"Sampson,"	2,695	0	0
		£18,422	2 2
Engines on Road—Total cost,			
8 more Locomotives required, @	£2,500	0	0
12 First Class Passenger Cars, "	650	0	0
4 Second Class "	404	5	0
4 Express and Baggage Cars, "	375	0	0
80 Covered Box Freight Cars, "	170	0	0
120 Platform Cars, "	145	0	0
40 Ballast Cars,			2,350 0 0
20 Hand Cars, "	20	0	0
4 Snow Ploughs, "	252	10	0
Shediac Stationary Engine, &c., Planer, Lathe, small Tools, Pump, Hoisting Gear, Shop Fixtures, &c.			1,010 0 0
		£85,913	13 8
Total value of Rolling Stock,			
2 Locomotives charged in amount paid Jackson & Co.	5,390	0	0
		£80,523	13 8

TABLE A.—No. 9.

No. of Section.	Names of Contractors.	Time of Letting.	Amount of Contract.	Total Amount of Contract referred to in previous Tables.	Value of Work done under Contract to 31st December 1858.			Amount of Contract remaining still to be done.
					£	s	d	
No. 1	J. Brookfield, C. Walker and D. P. Myers,	Nov. 10, 1856.	£ 4,191 18 8		£ 4,191 18 8			
" 2	Dillon P. Myers,	Jan. 10, 1857,	39,799 2 8		39,799 2 8			
" 3	Walker & Co.	" "	9,694 18 7		9,694 18 7			
" 4	John Brookfield,	" "	17,524 4 9		17,524 4 9			
" 5	Walker & Co.	June 30, 1857,	40,872 12 4	71,210 4 8	30,410 4 5		10,462 7 11	
Ham. Riv. Via.	Small & Crosby,	" "	11,950 0 0		9,889 2 7		2,060 17 5	
No. 6	Walker & Co.	" "	20,946 16 9		12,559 14 1		8,387 2 8	
" 7	Johnston & Blackie,	Dec. 15, 1857,	32,457 19 9		18,465 10 6		13,992 9 3	
" 8	Dillon P. Myers,	" "	28,949 15 5		15,798 17 10		13,150 17 7	
" 9	Thomas King,	" "	25,744 0 0		9,118 3 4		16,625 16 8	
" 10	Beckwith Foster & Co.	Oct. 8, 1858,	11,743 10 1	160,921 4 3	559 15 0		11,183 15 1	
" 11	John Brookfield,	" "	6,581 4 4		1,514 12 0		5,066 12 4	
" 12	John Brookfield,	" "	6,619 19 7		1,058 17 4		5,561 2 3	
" 13	Dillon P. Myers,	" "	6,948 5 6		767 11 0		6,180 14 6	
" 14	William Stevens,	" "	7,491 17 5		741 5 2		6,750 12 3	
" 15	W. H. T. Sumner,	" "	7,496 3 0		310 2 4		7,185 17 8	
" 16	Beckwith Foster & Co.	" "	11,915 6 5		881 16 4		11,033 10 1	
" 5	Walker & Co.	Dec. 15, 1857,	25,172 17 9	58,796 3 4	8,875 15 5		16,297 2 4	
" 4	M'Donald & M'Bean,	" "	29,886 10 0		21,144 13 7		8,741 16 5	
" 3	John Brookfield,	Aug. 1, 1856,	16,181 11 8	55,059 7 9	16,181 11 8			
" 2	William Stevens,	" "	16,354 7 8		16,354 7 8			
" 1	Walker & Co.	" "	27,178 4 1		27,178 4 1			
				59,714 3 5				
Contract Work.		Names of Contractors.						
Passenger Station, St. John,	..	John Brookfield,	..	1,526 0 0	1,200 0 0		326 0 0	
Car Shed, "	..	John Brookfield,	..	1,331 0 0	1,200 0 0		131 0 0	
Engine House, "	..	W. H. Crosby,	..	2,941 5 0	515 0 0		2,426 5 0	
Kennebecasis Station,	..	Alfred Harris,	..	1,241 1 10	1,241 1 10			
Hampton Station,	..	Johnston & Blackie,	..	1,455 0 0	1,178 15 0		276 5 0	
Sussex Station,	..	Thomas King,	..	3,995 3 7			3,995 3 7	
Salisbury Station,	..	M'Kay & Butcher,	..	1,342 1 10			1,342 1 10	
Moncton Station,	..	John Brookfield,	..	1,556 7 5	1,556 7 5			
Freight Shed, Moncton,	..	M'Kay,	..	274 6 0	274 6 0			
Shediac Station,	..	Walker & Co.	..	1,947 13 5	1,947 13 5			
Appleby's Wharf,	..	Samuel Mayes,	..	373 15 3	373 15 3			
Moncton Wharf,	..	Constantine & Stevens,	..	498 12 7	498 12 7			
Shediac Wharf,	..	Fitzgerald & Walker & Co.	..	8,150 2 8	8,150 2 8			
Depot Grounds,	..	J. Brookfield & D. P. Myers,	..	14,982 17 8	8,152 13 9		6,830 3 11	
Levelling and Ridging,	..	Donovan,	..	120 0 0	120 0 0			
Fencing, St. John to Kennebecasis Station,	..	C. W. Allin,	..	2,029 0 0	2,029 0 0			
Fencing Sections 5 and 6,	..	Morton & Earle,	..	2,400 0 0	1,186 9 4		1,213 10 8	
Fencing, Moncton to Shediac,	..		..	2,768 3 3	2,768 3 3			
Clearing, Sussex to Salisbury,	..	Freeze, Price, &c.	..	1,500 0 0	1,500 0 0			
Clearing, Salisbury to Moncton,	..	W. H. T. Sumner,	..	1,850 16 5	1,850 16 5			
Work at St. John, by Jackson & Co.	..		..	2,187 10 0	2,187 10 0			
Do. Shediac, "	..		..	17,812 10 0	17,812 10 0			
Plant and Surveys, "	..		..	29,735 17 1	29,735 17 1			
Amount of Stations not contracted for,	..		..	6,905 15 0			6,905 15 0	
Miscellaneous, Accounts,	..		..	14,206 5 4	14,206 5 4			
Engineering, &c.	..		..	8,568 4 4	8,568 4 4			
Track-laying and Ballasting, Sussex to Salisbury, not contracted for,				19,000 0 0			19,000 0 0	
Iron Girders,	..		..	700 0 0	700 0 0			
Total,					557,100 12 1	371,973 12 8	195,126 19 5	

TABLE A.—No. 10.—EARTH AND ROCK WORK.

Sections and Divisions.	Names of Contractors.	Work on Contract.		Work done under Contract.		Work still to be done.	
		Cub. yards Earth.	Cub. yards Rock.	Cub. yards Earth.	Cub. yards Rock.	Cub. yards Earth.	Cub. yards Rock.
Section No. 1, St. John,	Walker, Brookfield and Myers,	23,046	14,102	23,046	14,102		
" 2, "	Dillon P. Myers,	142,193	44,507	142,193	44,507		
" 3, "	Walker Rankin & Walker,	51,303	4,509	51,303	4,509		
" 4, "	John Brookfield,	80,450	5,182	80,450	5,182		
" 5, "	Walker & Co.	431,399	17,921	263,481	13,830	167,918	4,001
Hammond River Viaduct,	Small & Crosby,	6,483		5,894		589	
Section No. 6, "	Walker & Co.	205,170	4,400	139,490	2,359	65,680	2,041
" 7, Hampton,	Johnston & Blackie,	296,851	9,240	185,307	5,422	111,544	3,818
" 8, "	Dillon P. Myers,	310,654	2,000	163,824	1,458	146,830	542
" 9, "	Thomas King,	229,563	5,000	96,535	2,977	133,028	2,023
" 10, Sussex,	Beckwith Foster & Co.	89,262		5,208		84,054	
" 11, "	John Brookfield,	63,187		26,497		36,690	
" 12, "	John Brookfield,	74,914		11,158		63,756	
" 13, "	Dillon P. Myers,	102,828		13,226		89,602	
" 14, "	William Stevens,	73,653		8,000		65,653	
" 15, "	W. H. T. Sumner,	83,322	2,035	1,568	392	81,754	1,643
" 16, Salisbury,	Beckwith Foster & Co.	104,104		2,012		102,092	
" 5, "	Walker & Co.	253,604	11,100	66,006	7,492	187,598	3,608
" 4, "	M'Donald & M'Bean,	302,742	300	176,247	208	126,495	92
" 3, Moncton,	John Brookfield,	78,084	8,500	78,084	8,500		
" 2, "	William Stevens,	87,707	2,007	87,707	2,007		
" 1, Shediac,	Walker & Co.	112,007	3,817	112,007	3,817		
" 1, 2, 3, "	Jackson & Co.	125,800		125,800			
" 1 & 2, St. John,	Jackson & Co.	18,750	4,000	18,750	4,000		
Branch Line, Moncton,	William Stevens,	6,496		6,496			
Depot Grounds,	John Brookfield,	30,000	10,000	16,911	4,272	13,089	5,729
	Total,	3,383,572	148,620	1,907,200	125,034	1,476,372	23,586
Earth at average price of 1s. 3d. per cubic yard,		£211,473 5 0		£119,200 0 0		£92,273 5 0	
Rock " " 5s. 6d. "		40,870 10 0		34,384 7 0		6,486 3 0	
	Total,	£252,343 15 0		£153,584 7 0		£98,759 8 0	

TABLE B.—No. 1.

Statement showing the difference between the original Locations from Saint John to Cape Brule, and the revised Location from Saint John to Point du Chene.

ORIGINAL LOCATION TO CAPE BRULE.

From Mill Pond Station to Zero Saint John,	...	...	...	...	.878
" Saint John to Moncton,	...	...	...	...	89.975
" Moncton to Cape Brule,	...	...	...	...	19.850
Add for Wharf at Cape Brule,	...	...	...	...	.350
Total distance,	...	...	...	...	111.053 Miles.

REVISED LOCATION TO POINT DU CHENE.

From Mill Pond Station to Zero Saint John,	...	...	...	...	.878
" Zero Saint John to Moncton,	...	...	...	...	88.085
" Moncton to Point du Chene,	...	...	...	...	19.075
Add for Wharf at Point du Chene,	...	...	...	...	.350
Total distance,	...	...	...	...	108.388 Miles.

Distance per original location from Saint John to Moncton,	...	...	...	89.975
" " " " Revised do.	...	...	...	88.085

Saved by revised location, ... 1.890 Miles.

Distance per original location from Moncton to Cape Brule,	...	...	...	19.850
" revised " " to Point du Chene,	...	...	...	19.057

Saved by revised location,775 Miles.

Total saving by revised location from Saint John to Point du Chene over original location to Cape Brule, ... 2.665 Miles.

TABLE B.—No. 3

Table of Gradients on revised Location from Saint John to Shediac.

Distance from St. John.	Length of Grade.	Inclination of Grade.	Grade per mile.	Ascent of Grade.	Descent of Grade.	Elevation above high water, Spring Tides, Saint John.	LOCALITY.
M. dec.	M. dec.	per 100 feet.		feet.	feet.		
	.000					5 25	
.253	.253	.727	38.38	9.75		15.00	
.385	.132	level				15.00	Station, Garden Street.
.689	.304	.812	42.87		13.00	2.00	
3.538	2.849	level				2.00	Marsh.
4.098	.560	.44	23.53	13.00		15.00	
4.334	.236	level				15.00	
5.378	1.044	.853	45.00	47.00		62.00	Lawlor's Lake.
5.544	.166	level				62.00	
7.054	1.510	.69	36.43		55.00	7.00	Torryburn.
7.886	.832	level				7.00	
8.075	.189	.40	21.12	4.00		11.00	
8.264	.189	.40	21.12		4.00	7.00	Nine Mile.
8.453	.189	level				7.00	Station.
8.832	.379	.15	7.92	3.00		10.00	
9.245	.413	.25	13.20	5.44		15.44	
12.582	3.337	.853	45.00	150.32		165.76	Summit.
12.616	.034	level				165.76	
15.996	3.380	.85	44.88		151.76	14.00	
16.276	.280	level				14.00	Hammond River.
16.901	.625	.15	7.92		6.00	8.00	
17.166	.265	level				8.00	
17.431	.265	.57	30.00	8.00		16.00	
17.506	.075	level				16.00	
17.771	.265	.57	30.00		8.00	8.00	
17.865	.094	level				8.00	Darling's Mill Stream.
18.149	.284	.40	21.12	6.00		14.00	
19.058	.909	level				14.00	
19.172	.114	.50	26.40	3.00		17.00	
19.211	.039	level				17.00	
19.438	.227	.57	30.00		6.84	10.16	Matthew's Ferry.
19.476	.038	level				10.16	
19.817	.341	.85	44.88	15.30		25.46	
19.855	.038	level				25.46	
20.265	.410	.76	40.12		16.46	9.00	Groom's Cove.
20.441	.176	level				9.00	
20.744	.303	.52	27.45	8.30		17.30	
22.715	1.971	.05	2.64		5.25	12.05	Hampton Station.
23.435	.720	.45	23.76	17.10		29.15	
23.510	.075	level				29.15	
23.983	.473	.25	13.20		6.25	22.90	
25.119	1.136	.65	34.62	39.00		61.90	
25.175	.056	level				61.90	
26.482	1.307	.716	37.80		49.40	12.50	Passekeag.
27.362	.880	level				12.50	
27.694	.332	.57	30.00	10.00		22.50	
27.959	.265	.25	13.20	3.50		26.00	
28.850	.891	.28	14.70		13.16	12.84	
28.944	.094	level				12.84	
29.835	.891	.25	13.20	11.75		24.59	Moose Horn Brook.
30.877	1.042	level				24.59	
31.824	.947	.05	2.64		2.50	22.09	
31.892	.068	level				22.09	
33.074	1.182	.40	21.10	24.86		46.95	
33.112	.038	level				46.95	Stark's Brook.
33.510	.398	.85	44.88		17.85	29.10	
33.863	.353	level				29.10	
34.381	.518	.49	25.80	13.32		42.42	
34.419	.038	level				42.42	
34.742	.323	.60	31.60		10.20	32.22	
35.409	.667	level				32.22	Drummond's Brook.
36.503	1.094	.29	15.30	16.06		48.28	
36.873	.370	.40	21.12		7.80	40.48	

TABLE B.—No. 3.—Continued.

Distance from St. John.	Length of Grade.	Inclination of Grade.	Grade per mile.	Ascent of Grade.	Descent of Grade.	Elevation above high water, Spring Tides, Saint John.	LOCALITY.
M. dec.	M. dec.	per 100 feet.		feet.	feet.		
38.086	1.213	level				40.48	Sproul's Ferry.
39.010	.924	.48	25.34	23.44		63.92	
39.080	.070	level				63.92	
39.894	.814	.44	21.64		17.63	46.29	Musquash Brook.
40.936	1.042	level				46.29	
41.163	.227	.52	27.45	6.24		52.53	
42.507	1.344	.10	5.28		7.10	45.43	
43.570	1.063	.18	9.50	10.10		55.53	Sussex Station.
43.814	.244	level				55.53	
43.947	.133	.21	11.08	1.47		57.00	
44.761	.814	.0544	2.87	2.34		59.34	
45.102	.311	.44	23.64	7.99		67.33	
45.139	.037	level				67.33	
45.925	.786	.36	19.00		15.33	52.00	Salmon River.
46.579	.654	level				52.00	
46.957	.378	.186	9.82	2.00		54.00	
47.525	.568	level				54.00	
48.869	1.344	.073	.384	5.16		59.16	Wallace's Road.
49.437	.568	.600	31.70	18.00		77.16	
49.569	.132	level				77.16	
50.213	.644	.2038	10.76		6.93	70.23	
51.237	1.024	.19	10.00	10.26		80.49	Salmon River.
52.013	.776	.22	11.60	9.08		89.57	
52.525	.512	level				89.57	
53.301	.776	.60	31.70	24.43		114.00	Stone's Brook, or Penobsquis.
53.585	.284	level				114.00	
55.232	1.647	.46	24.28	40.00		154.00	
55.470	.238	level				154.00	
56.586	1.116	.56	29.66		33.00	121.00	
59.271	2.685	.0141	.75		2.00	119.00	Anagance River.
60.271	1.000	.75	39.60	39.75		158.75	
60.335	.064	level				158.75	
61.410	1.075	.4923	26.00		27.95	130.80	
61.447	.037	level				130.80	Leek's Brook, or Portage.
61.882	.435	.391	20.50	9.00		139.80	
61.958	.076	level				139.80	
62.545	.587	.516	27.40		16.00	123.80	
62.602	.057	level				123.80	Hayward's Mill Brook.
63.114	.512	.518	27.40	14.00		137.80	
63.189	.075	level				137.80	
64.344	1.155	.77	40.70		47.00	90.80	
67.033	2.689	.0352	1.84		5.00	85.80	Steves' Brook.
67.980	.947	.40	21.12	20.00		105.80	
68.055	.075	level				105.80	
68.567	.512	.296	15.60		8.00	97.80	
69.331	.764	.77	40.70		31.00	66.80	
71.987	2.656	level				66.80	Petitcodiac River.
72.529	.542	.675	38.00	19.35		86.15	
74.421	1.892	.12	6.33		12.03	74.12	
74.934	.513	level				74.12	
75.447	.513	.73	38.54	19.68		93.80	
75.560	.113	level				93.80	
76.033	.473	.20	10.56		5.00	88.80	
76.108	.075	level				88.80	Salisbury Station.
76.539	.431	.20	10.56	4.60		93.40	
76.633	.094	level				93.40	Wortman's Creek.
77.011	.378	.20	10.56		4.00	89.40	
77.087	.076	level				89.40	
77.352	.265	.20	10.56	2.80		93.20	
77.409	.057	level				93.20	
77.636	.227	.20	10.56		2.40	89.80	
77.693	.057	level				89.80	
78.016	.323	.20	10.56	3.40		93.20	
78.187	.171	level				93.20	

TABLE B.—No. 3.—Continued.

Distance from St. John.	Length of Grade.	Inclination of Grade.	Grade per mile.	Ascent of Grade.	Descent of Grade.	Elevation above high water, Spring Tides, Saint John.	LOCALITY.
M. dec.	M. dec.	per 100 feet.		feet.	feet.		
79.420	1.233	.513	27.00		33.40	59.80	
79.074	.554	level				59.80	Nixon's Brook.
81.029	1.055	.70	36.50		39.00	20.80	
81.120	.091	level				20.80	Steves' Lake.
82.840	1.720	.83	43.98	75.42		96.22	
83.340	.500	.061	3.20	1.58		97.80	
83.378	.038	level				97.80	
83.643	.265	.28	14.70		3.92	93.88	
83.700	.057	level				93.88	Chartres' Brook.
83.908	.208	.14	7.40	1.55		95.43	
83.946	.038	level				95.43	
84.381	.435	.25	13.20		5.75	89.68	
84.419	.038	level				89.68	
85.129	.710	.11	5.80	4.12		93.80	
85.583	.454	.46	24.29		11.00	82.80	
86.152	.569	.833	43.98		25.00	57.80	Horsman's Creek.
86.195	.013	level				57.80	
86.422	.227	.80	42.24	9.00		66.80	
86.811	.389	level				66.80	
87.700	.889	.833	43.98		39.00	27.80	
87.769	.069	level				27.80	Post Road, Milner's.
88.110	.341	.833	43.98	15.00		42.80	
88.280	.170	level				42.80	
88.667	.387	.833	43.98		17.00	25.80	
88.799	.132	level				25.80	Jonathan's Creek.
88.963	.164	.80	42.24	6.92		32.72	Zero, Moncton.
89.063	.100	.80	42.24	4.02		36.74	
89.463	.400	level				36.74	Station, Moncton.
89.738	.275	.80	42.24	11.76		48.50	
89.850	.112	level				48.50	
90.350	.500	.833	43.98		22.40	26.10	
90.531	.181	level				26.10	Hall's Creek.
90.702	.171	.636	33.58	6.38		32.48	
90.849	.147	.861	44.90		6.68	25.80	
90.924	.075	level				25.80	Chandler's Marsh, <i>Via</i>
91.699	.775	.833	43.98	34.21		60.01	
91.764	.065	level				60.01	
91.942	.178	.833	43.98		7.97	52.04	
92.162	.220	level				52.04	
93.271	1.109	.71	37.48	41.06		93.10	Harris' Mill Stream.
93.446	.175	level				93.10	
93.833	.387	.80	42.24	16.05		109.15	
94.033	.200	.636	33.58	5.95		115.10	
94.183	.150	.833	43.98	6.60		121.70	
94.258	.075	level				121.70	
94.533	.275	.833	43.98	12.10		133.80	
94.595	.062	level				133.80	
94.770	.175	.33	17.42		2.94	130.86	
95.082	.312	.833	43.98		13.75	117.11	
95.182	.100	.15	7.92		.80	116.31	Cook's Brook.
95.297	.115	.363	19.16		2.16	118.47	
95.619	.322	.863	45.56	14.82		133.29	
95.894	.275	level				133.29	
96.081	.187	.275	14.52	2.73		136.02	
96.143	.062	.50	26.40		1.65	134.37	
96.693	.550	.13	6.86	3.96		138.33	
97.230	.537	.81	42.76	23.27		161.60	
97.280	.050	.11	5.80	.30		161.90	Summit.
98.155	.875	.833	43.98		38.50	123.40	
98.205	.050	level				123.40	
98.555	.350	.833	43.98	15.40		138.80	Hemlock Hill.
99.217	.662	.833	43.98		29.00	109.80	
99.642	.425	level				109.80	
99.879	.237	.31	16.36	4.00		113.80	

TABLE B.—No. 3.—Continued.

Distance from St. John.	Length of Grade.	Inclination of Grade.	Grade per mile.	Ascent of Grade.	Descent of Grade.	Elevation above high water, Spring Tides, Saint John.	LOCALITY.
M. dec.	M. dec.	per 100 feet.		feet.	feet.		
100.154	.275	.833	43.98	12.00		125.80	
100.289	.135	level				125.80	
100.476	.187	.79	41.71		8.00	117.80	
100.798	.322	.33	17.42		5.50	112.30	
101.235	.437	level				112.30	
101.458	.223	.79	41.71		8.50	103.80	
101.745	.287	level				103.80	
102.180	.435	.69	36.43		16.00	87.80	Post Road to } Dorchester. }
102.305	.125	level				87.80	
102.542	.237	.833	43.98	10.00		97.80	
102.592	.050	level				97.80	
102.717	.125	.45	23.76		3.00	94.80	
103.057	.340	.833	43.98		15.00	79.80	
103.234	.177	level				79.80	
104.552	1.318	.833	43.98		58.00	21.80	Girder Bridge, } Scadouc River. }
104.702	.150	level				21.80	
105.327	.625	.64	33.79	20.00		41.80	
105.389	.062	.188	9.92	1.00		42.80	
105.641	.252	.68	35.90		9.00	33.80	
106.144	.503	level				33.80	Shediac Station.
106.644	.500	.60	31.68		17.00	16.80	
106.769	.125	level				16.80	
107.382	.612	.60	31.68		19.00	-2.20	
107.925	.543	level				-2.20	
108.038	.113	.70	39.60		4.50	-6.70	Wharf, Pt. du Chene,
108.388	.350	level				-6.70	Shediac Harbour.
Total of ascents and descents, 1063.15				1075.10			

N. B.—It will be observed that the Level of Rails on Shediac Wharf is 6.70 below high water at Saint John, and the level of high tide at the latter place is 10.70 feet *above* that at Shediac Harbour.

ABSTRACT OF GRADIENTS.

DESCRIPTION.	NO.	LENGTH. MILES.	TOTAL LENGTH.
Level.	86	25.496	
10 feet per mile and under,	20	19.345	
20 " " "	24	10.701	
30 " " "	30	16.803	
45 " " "	56	36.043	
			108.388 Miles.

TABLE B.—No. 3.—Concluded.

Abstract of Gradients originally designed for the European and North American Railway, between Saint John and Cape Brule, Shediac, (beginning at Zero Saint John.)

DESCRIPTION.	NO.	LENGTH. MILES.	TOTAL LENGTH.
Level.	65	29.655	
10 feet per mile and under,	19	13.000	
20 " " "	32	12.646	
30 " " "	29	12.164	
45 " " "	99	42.360	
Add Mill Pond Station to Zero,		.878	
" for Wharf, Cape Brule,		.350	
			111.053 Miles.

TABLE B.—No. 4.

Statement showing the length of Iron and Wooden Bridging originally designed for the European and North American Railway, from Saint John to Shediac.

	Lin. ft. Iron.	Lin. ft. Wood.
Saint John to Sussex Vale,	560	2,192
Sussex Vale to Shediac,	1,260	1,892
Total amount,	1,820	4,084

Statement showing the length of Iron and Wooden Bridging as now being constructed upon the European and North American Railway, from Saint John to Shediac.

	Lin. ft. Iron.	Lin. ft. Wood.
Saint John to Sussex Vale,	510	1,343
Sussex Vale to Shediac,	800	1,043
Total amount,	1,310	2,386

REPORTS OF W. PARKER, ESQ., C. E.

(Copy)

Secretary's Office, Fredericton, 7th May, 1858.

SIR,—By direction of His Excellency the Lieutenant Governor, I am to request you to examine and report on the construction and general character of the European and North American Railway in this Province, and on the location of that part of the line now under contract.

I am also to request you to afford to the Commissioners of that Railway and to the Chief Engineer, the benefit of your advice on any matter connected therewith which they may refer to you.

I have, &c.

(Signed)

S. L. TILLEY.

William Parker, Esquire, C. E., Saint John.

(Copy)

Boston, Massachusetts, July 5th, 1858.

Honorable S. L. TILLEY,

Provincial Secretary, Fredericton, New Brunswick.

SIR,—In accordance with your Letter to me, dated May, 7th ult., I have “examined the construction and general character of the European and North American Railway in this (your) Province, and the location of that part of the line now under contract,” and have the honor to report as follows:—

FIRST—AS TO THE LOCATION.

The Railway on leaving Saint John runs in the direction of Lawlor's Lake, rendered famous for the difficulty which has attached its filling up for the transit, but which has now happily been overcome, and thence proceeds in the same course until it enters the Valley of the Kennebecasis River, at the distance of six or seven miles from the City. It then pursues the said Valley on its southerly side all the way to Sussex Vale or its vicinity, excepting two diversions therefrom, made to avoid sinuosities or to secure better ground for the line to occupy.

These diversions are—the first, from “Henderson's Cove,” near the Nine Mile House, and the mouth of Salmon Creek, to a point nearly opposite the mouth of Hammond River, which is crossed on the way. The second, from near Groom's Cove, two miles west of Hampton over a dividing ridge, to Patticake Creek, in order to secure a favourable crossing of the intervale lands of that stream, which are exceedingly wide nearer its mouth, and would have there exposed a Railway embankment over them to frequent damage, and even risk of destruction.

By

By the first of these diversions a saving both of distance and cost is secured. By the second a saving of cost and improved alignment and gradients are obtained at a small sacrifice of distance.

From Sussex Vale the line as projected leaves the immediate valley of the Kennebecasis River for one of its tributaries, which it follows to near its source, and thence across the dividing ridge of land, there very lightly defined, to the valley of the Petitcodiac.

Pursuing this last named valley to the "Bend" at Moncton, the line avoids the sidelong ground near the River, indented as it is by deep creeks of soft and treacherous bottom, and keeps a higher level and more direct course over the more even back grounds, thereby securing greater regularity of gradients, and saving both distance and cost.

From Moncton to Shediac, as from Saint John to the "Nine Mile House," the line is completed and in use, its location being generally favourable and judicious.

Twenty eight miles are yet to be placed under contract, but the line is determined and well nigh definitely marked out; this portion extends from Sussex Vale into the valley of the Petitcodiac, and is over very favourable ground.

The location of that part of the line now under contract is judiciously made, and admits of little or no amendment. It extends from Kennebecasis Station near the "Nine Mile House," to Sussex Vale, and from a few miles west of Salisbury to Moncton, an aggregate distance of about fifty one miles.

Where the line traverses the sidelong ground of the Kennebecasis Valley, which it does for a distance of about thirty five miles, it might be supposed at first sight that by a free use of curves, accompanied by some undulation of gradient, much saving might have been realized of the cost, as set forth in the estimate of the Engineer and in the Contracts; but it has so happened that the level at which the exposure to freshet has determined the grade line, finds the hill side full of projecting knolls or head lands, and deep gulfs or cross valleys, with wide and flat intervales, which preclude much of the benefit that a tortuous line would have otherwise secured; and after a careful examination, I am of the opinion that the line is located along that part of the route as economically, with slight exceptions, (if any) as it could well have been done.

The greatest rise or fall per mile in the whole line will be forty five feet. The most severe curvature will have a radius of nearly three thousand feet.

SECONDLY—THE CONSTRUCTION.

The construction, so far as it has proceeded, is of good character, and the specifications and contracts look to its continuance.

The width of the road bed at subgrade or formation level has been assumed at twenty feet in embankment, and not less than twenty four feet in excavation, with slopes varying from one and a half to two feet horizontal for every foot vertical, according to the nature of the earth to be sustained. These dimensions and slopes I regard as liberal, and think that they may be reduced in some instances without hazard to the character or permanency of the work—the qualities of the prevailing earth will, however, require much caution in doing so.

The masonry consists of abutments and piers for bridges, walls, and arches or other covering for culverts; these are of a high quality, well adapted for durability, and generally very creditable to those concerned.

It is not improbable indeed that it may be found safe in some of the works yet to be built, to lower the standard of quality, or substitute a different class of masonry, and thereby reduce somewhat the cost. This, however, must be confined to the less conspicuous and lighter works, which are only important as a matter of expense in their number and aggregate amount.

The superstructure of three of the Bridges on the line—one of them erected some time ago over the Scadouc Creek, near Shediac, by the former Contractors—one over the Post Road near Saint John—and the Bridge over Hammond River—are, or are to be, of the Iron Girder class, made of Boiler Iron; a form of structure which, though somewhat expensive, is preferred by many Engineers to all others for its simplicity, for its permanent adjustment, and for its great strength when well proportioned. Per-

manency, including proof against fire, seems to have been thought especially called for in the localities above named.

All other bridge superstructures are, or are to be, of wood; and in some cases in which the exposure did not forbid, even the abutments and piers are provided for, of the same; but in all instances they are well planned for substance and durability, so far as compatible with the material used.

The buildings thus far erected seem to be judicious and appropriate, and as far as I have been able to learn, will meet the probable wants of the several localities.

The track or Railway proper is of an excellent character, and will compare favourably with the best Railways in the United States.

Care has thus far been taken both in the formation of the road bed, and in the supply of "ballast," to secure good and rapid drainage, obviously so important in your climate; the Sleepers or Cross-ties are good and substantial; and the Railway Bars, which are of the T pattern, prevalent in this country, are of approved proportion and quality, the latter indeed is much better than usual, offering a reasonable warrant of economy in the future repairs of the line.

I hope, Sir, that the above statements and remarks are sufficiently comprehensive and explicit to satisfy His Excellency the Lieutenant Governor, yourself, and the members of the Government with whom you are associated. I am glad that I can offer so favourable a Report on the subject, and I trust that the delay of it to this time may not have caused disappointment to any one.

On entering upon the duty assigned me, much of my time was first demanded by the second portion of your letter, viz. in advising with the Commissioners and Chief Engineer upon matters of detail, requiring immediate decision and then held in suspense; and I was desirous to make careful personal examination of the line, as well as of all other matters, before I should venture to express an opinion. This I have done, traversing much of the line on foot for that purpose.

It would have been extraordinary if nothing open to criticism, modification, or improvement had been found; but I take pleasure in saying that comparatively little has appeared; that little has been and will be the subject of conference with the Commissioners and Chief Engineer, to which the close of your letter invites me, with a view to restraining the cost of the line, as much as consists with securing a good practical Railway.

I am, &c.

(Signed)

WM. PARKER, *Civil Engineer.*

Saint John, N. B., June 26, 1858.

ROBERT JARDINE, Esquire.

Chairman of the Railway Commissioners of New Brunswick.

SIR,—Yours of the 25th instant, asking my opinion as to the policy proper to be followed in procuring rolling stock for the Railway, and upon the proper rates for Passenger Fares, is before me.

It must be apparent that the greatest care in selecting rolling stock with reference to safety is of the utmost importance, and that nothing in the way of trial of new makers should be attempted without extreme caution. This is especially true of wheels and axles, and I recommend that for Passenger Cars wholly, and for Freight Cars mainly, you resort only to those makers of wheels and axles, whose work has been proved and stands in the front rank for excellence, giving at the same time such encouragement to home enterprise as may be derived from orders of these articles for use on your Ballast or Gravel Cars, and a few of your Freight Cars, until by continued and successful trial they shall be found *certainly* worthy of more extended use. Axles may, I think, be had best, with reference to cost and quality combined, from England; wheels (being of cast iron) from the United States, where they are (of cast iron) almost exclusively used.

In selecting makers of Locomotives a like course should be pursued, adhering to *one pattern* for each *class* of machines without deviation, that their repair and maintenance may be simplified and cheapened. There is little difference in essential properties among the several forms of Locomotives now made; but a *uniformity* of pattern has been found, whenever adhered to, connected with marked economy of repairs.

Those

Those machines which you have already procured are of good quality and established repute; and I would adhere to the same makers, while they continue to do as well, at moderate prices, encouraging at the same time your home mechanics by occasional orders, made proportionately more frequent as their results shall be satisfactory—always, however, without variety of pattern.

Cars, whether for passengers, freight, or other uses, stand in a somewhat different position than wheels and axles, being subject to the foregoing remarks. The frames and bodies of cars are bulky, and subject to heavy charges for their transportation from abroad, while their manufacture does not call for any great degree of *experience* superadded to mechanical skill and faithfulness.

Materials for their construction are abundant in this Province; so, I believe, is good mechanical labour; and I see no unavoidable hazard in preferring home artizans in this department at like prices. Looking, therefore, first to quality and to proper seasoning of lumber, and under a rigid inspection, I recommend that your *Cars* be made at home, allowing reasonable competition if it shall arise—the wheels and axles having been procured as before stated.

Rates of fare for passenger travel have been extensively experimented on in the United States, and with the exception of a few densely populated lines, and for *very long* travel, it is believed now that three cents per mile is the lowest rate expedient. Commutation for families, resident near the City, and for occasional excursion trains may be judiciously adopted at a reduction of not exceeding one half.

I am your obedient servant,

WM. PARKER, *Civil Engineer*.

(Copy)

Boston, December 2nd, 1858.

Honorable S. L. TILLEY,
Provincial Secretary, Fredericton, N. B.

SIR,—When last in Saint John with the opportunity to confer with the Chief Engineer and Commissioner, upon the list of “Staff,” submitted to me in yours of August 31st, it was apparent that much of that list had been changed in consequence of the completion of the location and laying out of the Railway from Sussex to Salisbury, preparatory to its being offered for contract; and I therefore deemed it proper to obtain a revised list, presenting the “Staff” as at present organized.

Such a list has recently been received and accompanies this communication.

In carefully considering it, as requested by you, I do not perceive that any material reduction could be made with due regard to the public service. The organization in both departments appear simple and well ordered, and the rates of compensation as low as could be expected to procure the services of persons well qualified for the several duties.

(Signed)

WM. PARKER, *Civil Engineer*.

REPORTS OF THE GENERAL SUPERINTENDENT.

Saint John, N. B. 4th March, 1858.

SIR,—Having been furnished on the 12th day of November last with an inventory of the plant and stores, made by Messrs. Peto, Betts, Jackson and Brassey, the 31st December, 1854, which was supposed on hand, when their right to the same was conveyed to the Province; and having been directed to take a particular account of all plant, stores or stock, now on hand, as well of that then received, as of that which has since been received by the European and North American Railway; and after comparing the same, ascertain the deficiency, if any;—

I have now, therefore, to report for the information of the Board of Commissioners, that in compliance with such instructions, I have carefully taken an inventory of all the Stores, Plant, or other property belonging to the “European and North American Railway,” on the line or elsewhere, and having made the same up, find as follows:—

Office

41 sets new Iron Work,	...	...	@ 205s.	£420	5	0
6 Horse Sleds,	...	...	£8	48	0	0
2 Bob Sleds,	...	...	£3	6	0	0
6 Road Wagons,	...	...	£13	78	0	0
27 Box Horses,	...	...	2s. 6d.	3	5	0
1 40 feet Pile Engine,	...	...	...	20	0	0
1 Rammer Chain, 1 cwt. 3 qrs. 9 lbs.	...	...	@ 30s.	2	14	10
2 Iron Monkeys, 17 & 18,	...	...	17s. 6d.	30	12	6
2 Bolts and 2 Keys for do. 1 cwt. 2 qrs.	...	...	...	3	12	6
2 new Girder Ropes, 3 qrs. 12 lbs.	...	...	@ 55s.	2	7	1
18 Earth Wagons,	...	...	£33	594	0	0
3 Single Horse Carts,	...	...	£13	39	0	0
39 tons temporary Rails,	...	...	£8 10s.	331	10	0
13 temporary Frogs,	...	...	40s.	26	0	0
550 temporary Sleepers,	...	...	...	13	15	0
3 1½ yds. Earth Wagons,	...	...	£15	45	0	0
1 Pile Engine,	...	...	...	17	10	0
50 Corn Sacks,	...	...	@ 2s. 6d.	6	5	0
1 Scotch Cart,	...	...	...	5	0	0
4 ¼ Bushel Measures,	...	...	@ 10s.	2	0	0
13 Pails,	...	...	1s. 3d.	0	16	3
6 Shovels,	...	...	3s. 6d.	1	1	0
10 Hay Forks,	...	...	4s.	2	0	0
9 setts Bells,	...	...	4s.	1	16	0
10 Lanthorns,	...	...	3s. 6d.	2	16	0
30 Curry Combs,	...	...	1s.	1	10	0
30 Hair Brushes,	...	...	4s.	6	0	0
5 Horse Brushes,	...	...	...	0	5	0
20 Mane Combs,	...	...	@ 6d.	0	10	0
9 Head Stall Halters,	...	...	5s.	2	5	0
1 sett Double Harness,	...	...	...	5	0	0
11 setts Harness,	...	...	@ 100s.	55	0	0
4 setts Trace Harness,	...	...	40s.	8	0	0
10 Nose Bags,	...	...	5s.	2	10	0
31 Horse Cloths,	...	...	10s.	15	10	0
10 Cart Saddles,	...	...	10s. 6d.	5	5	0
2 old Brushes,	...	...	1s.	0	2	0
5 Corn Seives,	...	...	4s.	1	0	0
2 Whips,	...	...	4s.	0	8	0
1 double open Sleigh,	...	...	...	25	0	0
1 single Sleigh,	...	...	...	7	10	0
7 Harness Straps,	...	...	...	0	3	6
14 Breachings,	...	...	@ 15s.	10	10	0
7 Padlocks,	...	...	1s. 3d.	0	8	9
6 pair Reins,	...	...	7s.	2	2	0
21 Circingles,	...	...	5s.	5	5	0
6 Horse Cords,	...	...	1s.	0	6	0
2 small Measures,	...	...	2s.	0	4	0
1 " "	...	...	...	0	1	6
6 Crooper Pads,	...	...	@ 6d.	0	3	0
2000 superficial feet Spruce for Wagons,	...	...	95s.	9	10	0
1 pair Bellows,	...	...	...	2	10	0
1 Back Iron,	...	...	...	0	15	0
1 Vice,	...	...	...	3	0	0
1 Vice,	...	...	...	1	18	6
3 setts Taps and Dies,	...	...	...	6	15	0
1 Gauge for Taps,	...	...	...	0	1	6
1 Shifting Key,	...	...	...	0	2	6
6 Gauges for Bolts,	...	...	@ 1s. 3d.	0	7	6
7 Fire Irons,	...	...	...	3	10	0
1 Portable Forge,	...	...	...	10	10	0
3 Hall Stoves,	...	...	@ 62s. 6d.	9	7	6
2 Sheet Iron Stoves,	...	...	50s.	5	0	0
21 16 inch Flat Files,	...	...	45s.	3	18	9
48 14 " half round Files,	...	...	34s. 6d.	6	18	0
39 16 " " "	...	...	48s.	7	16	0
32 14 " Flat "	...	...	34s.	4	10	8
18 16 " " "	...	...	45s.	3	7	6
40 9 " Cross Cut Saw Files,	...	...	16s. 6d.	3	6	0
36 6 " " "	...	...	16s. 6d.	3	6	0

9 17 inch Flat Saw Files,	...	...	@ 27s.	£1 0 3
12 15 " " "	...	...	22s.	1 2 0
8 15 " half round "	...	...	24s.	0 18 0
8 14 " Hand Rasps,	...	...	32s.	1 4 0
17 cwt. Cast Steel,	...	...	76s.	59 12 0
1 cwt. Tallow,	...	...	10d.	4 13 4
57 cwt. 3 qrs. 9 lbs. Chain,	...	...	27s. 6d.	79 10 4
9 10 inch Dobbin Cart Knees,	...	...	2s. 6d.	1 2 6
29 pair Boxes for Dobbins,	...	...	4s.	5 16 0
5 Carpenters' Adzes,	...	...	8s.	2 0 0
4 Hand Saws,	...	...	7s.	1 8 0
5 Cross Cut Saws,	...	...	18s.	4 10 0
1 Pit Saw,	...	...	...	1 15 0
2 cwt. Rope and Tar Cord,	...	...	...	4 10 0
1 Iron Snatch Block,	...	...	...	0 12 0
2 " Sheave "	...	...	12s.	1 4 0
3 2 " Iron "	...	...	25s.	3 15 0
2 2 " " "	...	...	25s.	2 10 0
2 1 " " "	...	...	20s.	2 0 0
3 Iron Shears,	...	...	2s. 6d.	0 7 6
3 Seam Shoes,	...	...	10s.	1 10 0
24 Horse Shoe Knives,	...	...	1s. 6d.	1 16 0
28 Horse Brushes,	...	...	4s. 7d.	6 8 4
4 Brass Barrel Taps,	...	...	1s. 6d.	0 6 0
6 Watchmen's Lamps,	...	...	7s. 6d.	2 5 0
136 lbs. Mould Candles,	...	...	1s.	6 16 0
108 " Dip "	...	...	9d.	4 1 0
2 Plate Layers Adzes,	...	...	12s. 6d.	1 5 0
9 Rim Locks,	...	...	5s. 6d.	2 9 6
10 Iron Cupboard Locks,	...	...	1s. 6d.	0 15 0
30 Pinch Boxes,	...	...	10s.	15 0 0
33 Shovels,	...	...	4s.	6 12 0
18 Grafting Tools,	...	...	5s.	4 10 0
39½ gross Screws,	...	...	7s. 6d.	14 16 3
2 " Brass Screws,	...	...	6s. 6d.	0 13 0
5 Crib Wheels,	...	...	20s.	5 0 0
2 Post Screw Tackles,	...	...	19s. 6d.	1 19 0
4 pair Lewesis,	...	...	10s.	2 0 0
10 Hand Saw Files,	...	...	1s.	0 10 0
73 5 inch " "	...	...	7½d.	2 5 0
3 Ladders,	...	...	20s.	3 0 0
3 Wood Pumps,	...	...	15s.	2 5 0
3 Tarpaulins,	...	...	...	15 0 0
1 Painted Tool Box,	...	...	...	0 10 6
24 cwt. 2 qrs. 10 lbs. Wagon Iron, old,	...	...	...	42 0 0

£2,685 10 2

Saint John, N. B. 1st February, 1858.

L. CARVELL, *Gen. Superintendent.*

GENERAL SUPERINTENDENT'S OFFICE,

Shediac, 1st December, 1858.

SIR,—As the period has arrived for closing the Railway Accounts for the year, it becomes my duty to render you a statement of the proceedings of this Department since my appointment to office, and to furnish you with the Accounts and Tables required to show the nature and extent of the operations on each working division of the Road since it was opened for traffic.

In submitting this my first Annual Report, I may remark, that when called upon to assume the duties of this office they were entirely new to me; and consequently all the energies I possessed were necessarily taxed to overcome the difficulties of my position, in addition to which, a large amount of work, which, even to a person well versed in Railway matters would be discouraging, was rendered necessary in consequence of the disorderly condition in which things were found, and the entire absence of system in the commencement. I found that no attention whatever had
been

been paid to the proper arrangement and delivery of the stores, that they were scattered far and wide, and all privileged alike to assist themselves to whatever they thought their necessities required; that a very irregular and by no means correct account was kept with the Contractors and others; and that no separate account had been kept of the expenses connected with the working department of the Railway, nor any record of the employment of the Locomotives, while every thing was, to all appearance, in the greatest possible confusion. Under these circumstances, it is obvious that my duties were rendered difficult and unsatisfactory; and the possibility of giving you a complete and minute statistical report from the beginning is hence quite out of the question.

My first step was, in conformity with your instructions, to proceed along the line of Railway and take a complete inventory of the stock and stores on hand, and to endeavour to trace the whereabouts of the stores and plant acquired by the Province from Messrs. Peto, Betts, Jackson and Brassey, as well as that which had since the transfer been acquired by the Board of Commissioners, and to place those articles in charge of competent and responsible persons, accompanied with particular instructions relating thereto. After performing this duty at Shediac, and after carefully checking the traffic receipts and attending to other duties, until the Trains on this Division had been stopped for the season, I left for Saint John and performed the same duty there; and the result of that enquiry I was enabled to present to you, in the shape of a special Report, on the 4th day of March last.

My next step was to proceed to make arrangements for having a proper and efficient *system* of doing the business of this department inaugurated; but this was rendered almost impossible by the loose manner in which the general accounts were being kept; I foresaw that the whole thing must be *upset*. This was a work of time and delicacy, and although much has been accomplished, and indeed by far the largest part overcome, still as the line proceeds to completion much remains to do. I found, as in almost all such cases, officers, who, like myself were inexperienced, had each acquired certain habits and systems of their own, and were each unwilling to substitute another. I had had a glance into the different systems of Railway accounts in the United States and the Canadas, and felt satisfied on mature reflection that nothing short of a complete abolition of the system, and the substitution of a modification of the Canadian Railway classification was required, before any proper and uniform system throughout the entire Railway management could be effected. The Board approved, as you are aware, of this course; a competent and efficient Accountant was procured; the change has been effected, and I am persuaded that the statements which will now, no doubt, shortly be presented by the Accountant, (based upon this classification,) for your consideration, will be entirely satisfactory to the Board and to the Country.

I allude to this because it was a necessary preliminary step to be taken before any effectual remedy could be applied to the defects in this department of the Railway; and now that it has been accomplished, I anticipate very little difficulty in the future, and hope to be enabled from time to time to present you with full and particular information on all matters connected with the operating portion of the line, as occasion may require.

It will not be necessary in this Report to allude particularly to the different projects I have under consideration, for the better government of the staff under my control, and the more economical working of the line; but I may say that a proper and efficient *system*, together with the employment of competent and faithful officers to carry the same into effect, are at the foundation of all economy and good management, and will be productive of the best results.

The Staff of this Department, on the whole line, may be briefly stated as follows:—

1 General Superintendent,	6 Drivers,
1 Div'n Superintendent,	6 Firemen,
4 Station Masters,	1 Blacksmith,
2 Freight Agents,	1 Car Repairer,
2 Conductors,	5 Watchmen,
3 Brakemen,	1 Track Master,
4 Switchmen,	16 Trackmen.
1 Locomotive Foreman and Driver,	

The Track Master's services have since been dispensed with, and so soon as the Shediac and Moncton Trains are taken off—two Station Masters, two Freight Agents, one Conductor, one Brakeman, two Switchmen, one Watchman, and the sixteen Trackmen, will be relieved for the Winter, and the remainder of the hands on this Division, consisting of—

1 Locomotive Foreman and Driver,	1 Blacksmith,
1 Driver,	1 Carpenter and Car Repairer,
1 Fireman,	

will be profitably employed for the Winter, in repairing the Engines and Cars, and in making the Hand Cars which will be required for the whole Line.

The Receipts and Expenditure, the number of Passengers, Mileage of Engines, and Traffic generally on each Division of the Line, will be best shown on reference to the following Accounts, Abstracts, and Statements:—

SAINT JOHN DIVISION.

RAILWAY BOARD IN ACCOUNT WITH THE TRAFFIC DEPARTMENT.

1858.	DR.		
Oct. 31. To D. P. Myers.—This amount received from him, being proportion for carrying labourers,	£275	0	0
'This amount received from D. P. Myers, proportion for repairing Ballast Wagons, charged Revenue Account,	93	15	0
Driver and Fireman's Time, running "Saint John," at Lawlor's Lake, 197 days, @ 20s. including sundry repairs,	197	0	0
43½ days use of "Peticodiac," every thing found, @ 80s.	176	0	0
			£741 15 0
Walker & Co.—Driver and Fireman's Time, running "Saint John," from 1st July to 31st October, at Wetmore's Lake, 123 days, (including extra time and sundry repairs,) @ 20s.	£123	0	0
Driver and Fireman's Time, running "Kennebecasis," from 9th February to 31st, including extra time, 264 days, @ 16s. 3d.	214	10	0
			337 10 0
John Brookfield.—46 days use of "Peticodiac" and Cars, from 30th June to 31st August, @ 80s.	£184	0	0
21 days use of "Loostauk," from 20th September to 31st October, @ 80s.	84	0	0
7 days use of "Anagance," from 21st to 28th September, @ 80s.	28	0	0
			296 0 0
Allison & Washburn.—Carriage on Sleepers,			17 3 10
Receipts.—This amount received since the opening to date, per Abstract A,			2,899 17 1
			£4,292 5 11
1858.	CR.		
Oct. 31. By Locomotive Power,	Per Abstract C,	£2,527	6 9
Merchandize and Passenger Cars,	" D,	728	4 0
General charges,	" E,	494	6 3
Balance at debit of Railway Board,		542	8 11
			£4,292 5 11
	To Balance,		£542 8 11

E. O. E.

Shediac, 31st October, 1858.

ABSTRACT A.

TRAFFIC RECEIPTS.—FROM OPENING OF THE LINE TO 30TH OCTOBER 1858.

Date.	Where Received.	Passengers.	Freight.	Sundries.	Totals.
1858.					
February 1,	Between Saint John and Moose Path,	£680 0 6	... ..	...	£680 0 6
June 1,	" " " " " "	200 10 2	... ..	...	200 10 2
October 30,	Between Saint John and Kennebecasis,	1,941 14 5	£77 12 0	...	2,019 6 5
	Totals.	£2,822 5 1	£77 12 0	...	£2,899 17 1

The following Statement will show the number of Passengers carried since the opening, say—

Between Saint John and Moose Path—					
From 20th July 1857, to 1st February 1858,	...	...	...	...	27,201
" 1st February 1858, to 1st June 1858,	...	...	...	...	8,020
					35,221
Between Saint John and Kennebecasis—					
Since 1st June 1858, with up Trains,	...	...	...	...	19,461
" " " with down Trains,	...	...	...	...	16,496
					35,957
Total,					71,178

30th October, 1858.

Two children, (over 4 years and under 12 years) counted as one passenger.

Statement showing name, capacity, and cost of each Locomotive on this District of the Railway.

Name.	Size of Cylinders	Diameter of Driv. Wheels	Capacity of Tender.	Makers.	Cost on Line.	When placed on Line.
Saint John,	12 x 20	4 feet,	1,200 gals.	Portland Co. Locomotive Works,	£1,575 16 0	24th December 1858.
Kennebecasis,	12 x 20	4 "	800 "	Boston Locomotive Works,	1,700 0 0	15th " "
Peticodiac,	14 x 22	5 "	1,500 "	" "	2,350 0 0	1st January "
Anapance,	15 x 22	5½ "	1,700 "	" "	2,731 6 2	30th June "
Looctank,	14 x 22	5½ "	1,600 "	Fleming & Humbert,	2,325 0 0	31st August "

List of Rolling Stock on this Division, (except the Engine and Tenders) with the collective value of each description.

3 First Class Passenger Cars,	...	...	...	...	...	£2,295 17 8
2 Second " "	...	...	...	...	...	808 11 0
6 Freight Cars,	...	...	...	...	...	1,288 13 11
16 Platform,	...	...	...	...	...	2,112 15 10
40 Ballast Cars,	...	...	...	...	...	£2,350 0 0
131 Earth Wagons,	...	...	...	...	...	4,323 0 0
						6,673 0 0
3 Hand Cars,	...	...	...	...	...	63 10 0
1 Snow Plough,	...	...	...	...	...	252 10 0

The following Abstract of Locomotive Returns will show the performances of Engines, &c. &c. from the dates given.
SAINT JOHN DIVISION.

1858. Time Returns date from.	Name of Engine.	Hours in Steam.	Miles run.	CONSUMPTION OF				MILEAGE OF CARS BY THESE ENGINES.					Total Car Mileage.	Avg. No. in Steam.	Avg. No. miles to 1 cord Wood.	Avg. No. miles to 1 gal. Oil.	Avg. No. miles to 1 lb. Tallow.	Avg. No. lbs. Waste.	Avg. No. of Cars to 1 mile run.
				Wood in Cords.	Oil in Galls.	Tallow in Lbs.	Waste in Lbs.	1st Class.	2d Class.	Freight.	Platform.	Ballast.							
Jan. 1,	Petrolodiac,	3,350½	13,324	326	192½	1	298	6,306	390	7,761	15,461	15,415	45,933	3.97	40.87	69.3	13,324	44.71	3.44
June 30,	Anagnance,	1,236	5,876	193½	65	116½	105	6,861	3,578	4,521	1,154	—	15,914	4.75	30.34	90.4	50.33	65.96	2.70
Sept. 1,	Looznauk,	4,504	2,186	60½	26	50	46	1,630	900	72	2,526	4,506	9,634	4.85	36.13	84.	43.72	47.52	4.36
		5,037	21,386	550½	283½	167½	449	15,097	4,868	12,354	19,141	19,921	71,381	4.24	36.86	75.5	128.15	47.63	3.33
April 5,	St. John,*	2,066	8,428								6,398	84,951	91,349	4.					10.84
May 14,	Kennebecasis,*	2,176	4,759								—	56,693	56,693	2.15					11.91
		4,242	13,187								6,398	141,644	148,042	3.1					11.22

* These Locomotives are employed in service of Contractors, who find fuel, oil, and waste.

The following Abstract of Locomotive Returns will show the performances of Engines, &c. &c. from the dates given.
SHEDIAC AND MONCTON DIVISION.

1858. Time Returns date from.	Name of Engine.	Hours in Steam.	Miles run.	CONSUMPTION OF				MILEAGE OF CARS BY THESE ENGINES.					Total Car Mileage.	Avg. No. in Steam.	Avg. No. miles to 1 cord Wood.	Avg. No. miles to 1 gal. Oil.	Avg. No. miles to 1 lb. Tallow.	Avg. No. lbs. Waste.	Avg. No. of Cars to 1 mile run.
				Wood in Cords.	Oil in Galls.	Tallow in Lbs.	Waste in Lbs.	1st Class.	2d Class.	Freight.	Platform.	Ballast.							
April 19,	Hercules,	582	2,526	64	394	2	101	1,117	1,117	560	13,115	—	15,909	4.34	39.4	64.35	1263	25	6.25
May 4,	Sampson,	832½	3,053½	150	55½	4	197	1,760	1,780	1,020	6,179	—	10,739	3.46	20.3	65.00	763.37	15.5	3.51
April 19,	Scadour,	1,860½	11,819	301	133½	19½	252	12,000	11,800	5,880	5,129	—	34,809	6.35	39.2	88.3	638.81	46.89	2.94
		3,225½	17,397½	515	228½	94½	550	14,877	14,697	7,460	24,423	—	61,457	5.23	33.78	76.14	710.	31.63	3.33

SHEDIAC AND MONCTON DIVISION.

RAILWAY BOARD IN ACCOUNT WITH THE TRAFFIC DEPARTMENT.

1858.		DR.			
Oct. 30.	To Walker & Co.—This amount received for wages of Fireman and Driver, while constructing Section 1, ...	£361	10	8	
	This amount received for wages of Firemen and Drivers, Shediac Wharf, ...	122	10	0	
	This amount for Robert Atkinson, (Station Master at Shediac,) services inspecting Shediac Wharf, ...	40	0	0	
	William Stevens.—This amount received for wages of Firemen and Drivers, while constructing Section 2, ...	198	11	0	
	Permanent Way, No. 2.—This amount charged for time of William Steadman, (Station Master at Moncton,) inspecting Sleepers, ...	50	0	0	
	Permanent Way, No. 4.—This amount charged for time of Driver, Fireman and Cleaner, and use of Engines "Sampson" and Hercules," taking down Sleepers from 4th May to 5th August 1858, ...	275	0	0	
	Walker & Co.—Time of Driver and Fireman and Watchman, and use of Engine and Cars, from 29th March to 3rd May, ballasting at Moncton, ...	124	0	0	
Oct. 31.	To Permanent Way, No. 4.—Proportion of depreciation in value of Machinery used in construction on Sections 1 and 2, Shediac Wharf, and charged in Locomotive Power Account, No. 11, ...	66	16	7	
	Receipts.—This amount being Traffic Receipts, from opening to date, per Abstract B, ...	2,476	19	7	
					£3,715 7 10
1858.		CR.			
Oct. 31.	By Locomotive Power, ...	Per Abstract F,	£1,767	11	1
	Merchandise and Passengers, ...	" G,	602	6	9
	Maintenance of Way and Buildings, ...	" H,	327	13	9
	General Charges, ...	" I,	812	5	10
	Balance at the Debit of Railway Board, ...		205	10	5
					£3,715 7 10
	To Balance, ...				£205 10 5

E. O. E.

Shediac, October 31st, 1858.

ABSTRACT B.

TRAFFIC RECEIPTS.—FROM OPENING OF THE LINE TO 30TH OCTOBER, 1858.

1858.	Passengers.	Freight.	Wharfage and Storage.	Totals.
January 1, - - - -	£451 19 11	£333 3 0	...	£785 2 11
October 30, - - - -	804 19 7½	862 7 5½	£14 9 7	1,691 16 8
Totals, - - - -	£1,256 19 6½	£1,205 10 5½	£14 9 7	£2,476 19 7

The following Statement will show the number of Passengers carried since the opening.

From 20th August 1857, to 1st January 1858, (latter inclusive)—						
Going East,	...	...	...	...	1,959	
" West,	...	...	...	...	2,829	
						4,788
From 19th April to 21st December 1858, (both inclusive)—						
Going East,	...	...	...	...	4,007	
" West,	...	...	...	...	4,582	
Shediac and Point du Chenè,	...	...	...	...	1,426	
						10,015
						14,803
						14,803

October, 30th, 1858.

Statement showing the name, capacity, and cost of each Locomotive on this District of the Railway.

Name.	Size of Cylinder.	Diameter of D. W.	Capacity of Tender.	Maker.	Cost on Line.	Date when placed on Line.
Hercules,* - -	17 × 20	5 feet	1.700	Boston Lo. Works,	£2,600 0 0	1st Jan. 1858.
Sampson,* - -	17 × 20	5 feet	1.700	Boston Lo. Works,	2,600 0 0	
Scadouc, - -	14 × 22	5 feet	1.500	Boston Lo. Works,	2,350 0 0	

* These two Engines were imported by Messrs. Peto, Betts, Jackson and Brassey, and I am not enabled to say when they were first received.

List of Rolling Stock on this Division, (except the Engine and Tenders.) with the collective value of each description.

2 First Class Passenger Cars,	...	...	...	...	...	£1,520 0 0
2 Second do. do.	...	...	...	...	...	877 0 0
11 Freight Cars,	...	...	...	...	...	1,925 0 0
18 Platform Cars,	...	...	...	...	...	2,610 0 0
3 Trucks,	...	...	...	...	...	99 0 0
5 Hand Cars,	...	...	...	...	...	92 10 0
1 Snow Plough,	...	...	...	...	...	252 10 0

The following statement will show the character and quantity of the principal Freight which passed East and West over this District of Railway from 19th April to 30th October inst.

GOING EASTWARD.	GOING WESTWARD.
1,247 Brls. Flour,	115,360 lbs Oatmeal,
119 Hhds. Molasses,	14,461 Bush. Oats,
32 Brls. "	1,265 " Potatoes,
21 Hhds. Sugar,	110 " Plums,
78 Brls. "	928 " Barley,
164 " Pork,	712 Brls. Herring,
413 Chests Tea,	249 " Pork,
221 Boxes Tobacco,	864 " Oysters,
7,190 lbs Dry Fish,	148 Brls. and } Eggs,
152 Boxes Candles,	65 Boxes } Lobsters,
314 " Soap,	15 " Lobsters,
341 Casks Lime,	445 Packages Butter,
132,430 lbs Bar Iron,	22 " Lard,
20,707 lbs Castings,	44 Bags salt,
99 Brls. Oil,	12,544 lbs Dried Fish,
740 Kegs and Bags Nails,	77 Hhds. and } Salmon,
87 Bags Salt,	667 Boxes } Salmon,
13,250 Bricks,	56 Dead Hogs,
32 Tons Coals,	709 Tons Stone,
71 Stoves,	89 " Coals,
134 Ploughs,	72,730 sup. ft. Lumber,
16 Vehicles,	6,750 Bricks,
105 Casks, } Liquors.	18 Horses,
69 Brls. } Liquors.	14 Wagons.
67 Kegs, } Liquors.	
77 Cases, } Liquors.	

SAINT JOHN DIVISION.

Abstract C.—Locomotive Power.

Salaries and Wages connected with running the Locomotives,	...	...	...	...	...	£1,145 14 5
Firewood,	...	...	...	...	...	616 18 11
Oil, Tallow, and Waste,	...	...	...	...	...	183 6 8
Materials for repairing Engines and Tenders,	...	...	...	...	...	1 1 3
Work not done by the Railway,	...	...	...	...	...	179 16 1
Repairs to Tools and Implements,	...	...	...	...	...	1 9 5
Water,	...	...	...	...	...	58 15 1
Small Stores,	...	...	...	...	...	9 15 0
Watchmen,	...	...	...	...	...	253 5 5
Miscellaneous,	...	...	...	...	...	67 1 4
						<u>£2,527 6 9</u>

Abstract D.—Merchandize and Passenger Cars.

Wages to Conductors, Brakemen, and Porters,	£463	17	5
Oil, Tallow, and Waste,	102	19	3
Materials for repairing Cars,	14	0	1
Wages for repairing Cars,	1	4	0
Work not done by the Railway,	81	18	6
Small Stores,	2	15	10
Wages for Switchmen,	51	1	1
Miscellaneous,	7	7	10
	<u>£728</u>	<u>4</u>	<u>0</u>

Abstract E.—General Charges.

Salaries to Officers and Clerks,	£171	9	0
Advertising, Printing, and Stationery,	124	3	9
Insurance,	160	13	6
Miscellaneous,	38	0	0
	<u>£494</u>	<u>6</u>	<u>3</u>

SHEDIAC AND MONCTON DIVISION.**Abstract F.—Locomotive Power.**

Salaries and Wages connected with running the Locomotives,	£832	8	2
Firewood,	451	13	5
Oil, Tallow, and Waste,	140	14	4
Materials for repairing Engines and Tenders,	40	18	6
Wages for repairing Engines and Tenders,	48	16	1
Work not done by the Railway,	42	6	0
Repairs to Tools, &c.	0	2	8
Small Stores,	10	18	1
Watchmen and Miscellaneous,	199	13	10
	<u>£1,767</u>	<u>11</u>	<u>1</u>

Abstract G.—Merchandize and Passenger Cars.

Wages to Conductors, Brakemen, and Porters,	£339	11	0
Oil, Tallow, and Waste,	22	12	6
Materials for Repairing Cars,	1	10	0
Wages for Repairing Cars,	31	11	1
Work not done by the Railway,	12	3	3
Small Stores,	4	3	5
Wages to Switchmen,	135	7	1
Miscellaneous,	55	8	5
	<u>£602</u>	<u>6</u>	<u>9</u>

Abstract H.—Maintenance of Way and Buildings.

Inspectors, Plate Layers, and Labourers' Wages, &c.	£314	4	5
Repairs to Stations, Buildings, and Approaches,	13	9	4
	<u>£327</u>	<u>13</u>	<u>9</u>

Abstract I.—General Charges.

Salaries to Officers and Clerks,	£575	7	10
Advertising, Printing, and Stationery,	70	15	3
Insurance,	58	0	0
Miscellaneous,	108	2	9
	<u>£812</u>	<u>5</u>	<u>10</u>

The casualties, I am happy to say, have been few. It is worthy of remark that but one, of a fatal character, has occurred in connection with the Traffic Trains, since the opening of the Line on the Shediac and Moncton Division on the 20th August 1857; or on the Saint John Division since the 20th July of the same year; and this present year they have been entirely free from any thing of the kind.

The following is a statement of each accident, with the cause of the same, and the date, as far as can be ascertained, when they severally occurred.

Name.	Occupation.	Train.	In whose employ.	Nature of Accident.	Date.	Cause.	Place.
William Wilson,	Brakeman,	Ballast,	Walker & Co.	Killed,	August, 1857,	Carelessness in coupling Cars,	Shediac.
Pat. Connolly,	Do.	Passenger,	Railway.	Do.	October, 1857,	Carelessness in coupling Cars,	Moncton.
Thos. Brown,	Do.	Ballast,	Walker & Co.	Do.	April 20, 1858,	Jumped off Locomotive, after being uncoupled, in front of approaching Cars, and falling, was unable to recover before Cars went over him.	Shediac.
Thos. Pierce,	Policeman,	Passenger,	Police Magistrate,	Leg broken,	June 11, 1858,	Slipped in attempt to get on Engine when in motion,	Kennebecasis
Thos. Hains, John Brown,	Labourer, Do.	Ballast, Do.	John Brookfield, Do.	Killed & Killed	Nov. 1, 1858,	Cars being thrown from track in consequence of small house being placed thereon without instructions by the Track Foreman,	Lawlor's Lake

The following will show the Receipts on Shediac and Moncton District for Passengers, Freight, Wharfage, and Storage, for the corresponding months of September, October, November, in

Character of Receipts.	1857.			1858.		
	September.	October.	November.	September.	October.	November.
Passengers.	£ s. d. 151 4 4	£ s. d. 91 16 10	£ s. d. 72 15 4	£ s. d. 315 16 7	£ s. d. 88 18 6	£ s. d. 81 18 10
Freight.	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Storage and Wharfage.	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Totals.	£ s. d. 194 9 6	£ s. d. 173 18 11	£ s. d. 227 2 6	£ s. d. 595 10 11	£ s. d. 213 6 1	£ s. d. 315 8 4

It will be observed on reference to the foregoing Statements, that in the trade on the Shediac and Moncton Division there has been a very considerable increase.

I have no doubt whatever, as the facilities are afforded, a large and increasing trade will be carried on via this line, with the northern Districts of New Brunswick, the northern side of the Restigouche, Gaspe, and the Island of Prince Edward, and, when the whole line is completed, with the Canadas.

The placing good and sufficient steam communication on the route between Point du Chene and Dalhousie, touching at the intermediate Ports of Buctouche, Richibucto, Miramichi, and Bathurst, is of the utmost importance to the trade via this line, and cannot fail to add materially to the making it a paying operation.

Since the settlements of the Fishery question, and the introduction of the Reciprocity Treaty, the trade of the northern Districts of New Brunswick, with the United States, has increased with extraordinary rapidity; and it only remains now that this trade, which has been carried on in the face of delays and risks via Cape Breton and the Gut of Canso, should be brought up the Bay of Fundy and over this line, and so on to its destination.

The facilities which a large and commodious Store and Freight House, on the wharf at Point du Chene, would afford to fishermen in the Gulf, is worthy of the most careful consideration. It would, I believe, be one means of inducing them to send the produce of their labours over this line to market. I do not, however, anticipate that much can be effected in this way until the completion of the line to the City, which will render the difficult and hazardous navigation of the upper Bay of Fundy and the Petitcodiac River unnecessary.

I am, Sir, your very obedient servant,

L. CARVELL.

R. JARDINE, Esquire, Chairman Railway Board, St. John, N. B.

Saint John, N. B., 31st January, 1859.

SIR,—In conformity with your directions, I now beg to hand you—Statement of amount collected in Cars by Conductor between Saint John and Moose Path, to 1st February 1858: Statement showing daily Passenger Receipts in Cars by Conductor, to 1st June 1858: Statement showing daily Passenger Receipts in Cars and at each Station between Saint John and Kennebecasis, from 1st June to 30th October last, with amount received for Freight since the opening of the Line on this Division: Also, a statement showing the amount of Receipts for Passengers, Freight, &c., during the season just closed on the Shediac and Moucton Division.

I am, Sir, your obedient servant,

L. CARVELL.

R. JARDINE, Esquire, Chairman Railway Board, Saint John.

TRAFFIC RECEIPTS

In Cars by "Conductor" between Saint John and Moose Path, from 1st Feb. to 1st. June 1858.

February	1,	£1 11 7	March	15,	£2 0 1	April	27,	£1 8 8	
	2,	0 17 1		16,	3 4 6		28,	1 0 2	
	3,	1 14 9		17,	2 5 0		29,	1 9 6	
	4,	3 0 0		18,	1 15 10		30,	1 19 0	
	5,	1 13 9½		19,	2 6 4				
	6,	1 4 6		20,	3 10 0			£42 12 10	
	8,	1 8 6½		22,	1 17 6		May	1,	£1 8 6
	9,	1 10 5½		23,	3 4 2			3,	1 19 8
	10,	0 16 6		21,	2 13 4			4,	1 17 2
	11,	0 14 7		25,	3 5 10			5,	2 9 0
	12,	0 12 6		26,	2 8 6			6,	1 13 0
	13,	0 15 0		27,	2 0 4			7,	1 1 2
	15,	1 0 0		29,	2 4 10			8,	2 0 8
	16,	1 3 9		30,	2 6 2			10,	1 17 0
	17,	1 2 6		31,	2 14 6			11,	3 15 0
	18,	1 8 0						12,	0 17 4
	19,	1 10 0			£58 5 2½			13,	2 7 8
	20,	2 5 1	April	1,	£1 19 10			14,	3 4 6
	22,	1 5 0		3,	2 0 6			15,	3 4 0
	23,	1 5 6		5,	2 3 2			17,	2 17 6
	24,	1 2 6		6,	1 16 0			18,	3 6 0
	25,	1 0 0		7,	1 1 10			19,	2 12 2
	26,	2 3 0		8,	1 16 6			20,	2 12 6
	27,	2 9 3		9,	1 10 10			21,	1 19 6
		£33 13 10½		10,	1 2 0			22,	2 3 10
March	1,	£1 10 0		12,	1 15 4			24,	1 4 10
	2,	1 0 1		13,	1 13 2			25,	2 13 4
	3,	2 7 1		14,	1 3 2			26,	3 7 8
	4,	1 5 6½		15,	1 13 2			27,	4 5 4
	5,	1 8 0		16,	1 17 6			28,	2 1 10
	6,	1 14 8		17,	3 1 2			29,	3 6 0
	8,	2 2 3		19,	2 7 6			31,	2 18 10
	9,	0 18 0		20,	2 6 0		June	1,	2 14 3
	10,	2 2 6		21,	1 3 4				
	11,	3 0 2		22,	1 11 6				£65 18 3
	12,	1 10 0		23,	1 15 10				
	13,	1 10 0		24,	1 15 2				
				26,	1 2 0				
							Total,		£200 10 2

STATEMENT

Showing Daily Passenger Traffic Receipts between Saint John and Kennebecasis, from 1st June to 30th Oct. 1858.

Date.		Amount received at Saint John.		Amount received at Kennebecasis.		Amount received in Cars.		Total Daily Receipts.		Date.		Amount received at Saint John.		Amount received at Kennebecasis.		Amount received in Cars.		Total Daily Receipts.									
£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.						
June	1	33	16	6	1	12	8	3	11	6	July	1	14	11	0	2	1	6	0	5	6	16	18	0	1		
	2	8	16	10	2	5	6	2	8	2		5	11	7	3	4	5	1	10	1	10	6	4	10	4		
	3	9	8	9	0	12	9	1	3	2		14	2	3	6	4	0	1	6	6	21	12	7	21	12	7	
	4	5	17	0	3	8	2	1	4	8		7	12	3	2	17	8	1	10	0	11	19	11	11	19	11	
	5	7	11	2	1	14	4	1	7	0		10	3	9	3	4	0	1	6	2	14	13	11	14	13	11	
	7	8	16	2	1	16	2	1	9	2		6	18	14	2	9	1	2	0	0	10	9	2	10	9	2	
	8	6	3	10	1	18	2	1	12	6		29	2	3	3	0	8	3	12	2	35	15	1	35	15	1	
	9	9	19	0	0	18	8	0	18	2		9	6	1	2	17	0	1	5	10	13	8	11	13	8	11	
	10	2	5	3	1	8	4	1	4	4		5	4	10	3	16	7	1	12	6	10	13	11	10	13	11	
	11	5	10	10	2	0	0	1	0	2		3	0	7	3	12	4	2	0	4	8	13	3	2	0	4	8
	12	5	4	9	2	0	0	1	6	2		3	5	7	3	1	10	5	1	7	4	8	5	0	8	5	0
	14	3	13	3	1	14	2	1	0	10		4	16	11	1	18	6	2	6	6	2	7	4	1	18	6	6
	15	4	5	7	1	17	3	0	19	6		4	16	11	1	18	6	2	6	6	3	7	6	2	6	6	2
	16	4	15	2	2	0	0	1	4	0		10	18	0	2	18	8	3	7	6	17	4	2	17	4	2	
	17	7	16	1	2	19	9	1	17	6		4	19	4	2	18	0	2	5	8	10	3	0	10	3	0	
	18	4	1	8	2	16	3	0	19	4		6	5	0	5	0	1	5	0	1	13	17	9	13	17	9	
	19	18	5	10	5	11	4	0	8	6		13	9	8	7	15	10	4	17	6	26	3	0	26	3	0	
	21	8	9	9	4	15	10	1	5	10		26	17	7	5	14	5	3	14	2	3	14	2	3	14	2	
	22	8	5	3	5	0	10	1	17	10		30	5	6	4	7	9	2	13	10	4	17	6	2	13	10	
	23	8	3	9	3	5	5	2	4	4		21	0	1	3	13	11	4	18	6	37	7	1	37	7	1	
	24	4	7	0	3	5	5	1	3	10		6	5	1	5	6	1	2	4	10	29	12	6	29	12	6	
	25	7	3	0	1	12	5	1	19	8		5	15	7	3	12	0	3	5	4	9	19	8	9	19	8	
	26	10	8	11	4	18	10	0	7	10		8	2	3	2	6	9	2	4	8	13	12	10	13	12	10	
	28	3	8	10	2	16	3	1	12	4		4	11	8	3	6	6	1	18	8	14	19	7	14	19	7	
	29	9	0	0	3	1	7	1	7	4		4	11	8	3	6	6	2	2	8	8	8	10	1	8	10	
	30	5	19	11	2	8	2	1	1	10		26	7	5	2	6	10	4	5	4	32	19	7	32	19	7	
	31				2	8	2	1	1	10		8	6	9	3	6	1	1	15	6	11	8	4	11	8	4	
		212	1	0	65	14	4	35	16	2		299	5	11	91	2	10	61	16	0	458	4	9	458	4	9	

Statement showing Daily Passenger Traffic Receipts between Saint John and Kemebeccasis.—Continued.

Date.	Amount received at Saint John.		Amount received at Kemebeccasis.		Amount received in Cars.		Total Daily Receipts.		Date.	Amount received at Saint John.		Amount received at Kemebeccasis.		Amount received in Cars.		Total Daily Receipts.																	
	£	S. D.	£	S. D.	£	S. D.	£	S. D.		£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.														
Aug. 2	6	9 10	2	11 6	2	3 8	2	1 5 0	49	5 6	3	8 0	27	1 0	81	14 6	1	0	Sept. 1	12	12 7	1	16 0	4	13 6	4	13 6	19	2 1	61	14 6		
3	5	10 11	2	13 9	2	10 3	11	0 7 7	2	19 3½	2	6 6	1	9 0	19	2 1	6	0	2	12	12	7	16 0	1	9 0	6	14 9½	25	1 0	61	14 6		
4	5	16 7	1	16 0	1	18 0	9	9 7 7	2	17 0½	4	13 6	1	16 6	9	7 7	9	7 7	3	13	17	0	4	13 6	2	8 9	11	11 5½	26	18 7	61	14 6	
5	7	19 4½	2	14 3	2	17 6	13	11 14	5	6 2½	3	16 6	3	1 9	11	11 14	11	11 14	3	5 6	10	11 7	2	8 9	3	5 6	16	18 7	27	18 7	61	14 6	
6	4	15 4½	3	18 10	2	6 0	10	0 2½	10	11 1½	2	12 0	2	1 0	26	18 7	2	1 0	2	1 0	8	17 4½	3	14 0	3	14 0	19	12 2½	28	16 4½	61	14 6	
7	8	3 6½	3	2 0	1	7 6	13	15 11	22	5 7	2	0 10	2	4 4	10	12 2½	2	4 4	3	14 0	13	17 4½	1	4 9	1	4 9	16	16 4½	29	16 4½	61	14 6	
8	12	8 5	3	0 0	2	6 6	16	15 11	13	17 4½	2	4 4	2	4 4	12	15 11	2	4 4	2	4 4	13	17 4½	2	4 4	2	4 4	16	16 4½	30	16 4½	61	14 6	
9	9	1 6	2	12 3	1	7 6	11	15 10½	2	5 6½	2	4 4	2	4 4	11	15 10½	2	4 4	2	4 4	11	15 10½	2	4 4	2	4 4	16	16 4½	31	16 4½	61	14 6	
10	12	8 5	2	15 6	2	18 6	23	1 11	4	3 11	2	12 0	2	4 4	13	1 11	2	4 4	2	4 4	13	1 11	2	4 4	2	4 4	16	16 4½	32	16 4½	61	14 6	
11	7	4 10½	1	6 6	2	18 6	10	19 0	13	3 10	3	19 0	3	19 0	13	3 10	3	19 0	3	19 0	13	3 10	3	19 0	3	19 0	16	16 4½	33	16 4½	61	14 6	
12	18	16 11	3	16 2	2	1 6	10	19 0	15	3 10	2	6 6	2	6 6	15	3 10	2	6 6	2	6 6	15	3 10	2	6 6	2	6 6	16	16 4½	34	16 4½	61	14 6	
13	6	1 4	3	2 3	3	2 6	11	14 10½	18	3 7 3	3	16 6	3	16 6	18	3 7 3	3	16 6	3	16 6	18	3 7 3	3	16 6	3	16 6	16	16 4½	35	16 4½	61	14 6	
14	5	10 1½	2	16 2	3	17 0	20	0 2	16	7 14 7½	2	16 6	2	16 6	16	7 14 7½	2	16 6	2	16 6	16	7 14 7½	2	16 6	2	16 6	16	16 4½	36	16 4½	61	14 6	
15	13	6 8	4	14 6	3	17 0	20	0 2	18	9 9 ½	3	8 3	3	8 3	18	9 9 ½	3	8 3	3	8 3	18	9 9 ½	3	8 3	3	8 3	16	16 4½	37	16 4½	61	14 6	
16	2	12 8½	4	14 6	3	12 6	18	2 0	18	9 9 ½	10	6 7	10	6 7	18	9 9 ½	10	6 7	10	6 7	18	9 9 ½	10	6 7	10	6 7	16	16 4½	38	16 4½	61	14 6	
17	10	12 0	3	17 6	3	15 0	35	13 8	20	10 7 3	4	13 8	4	13 8	20	10 7 3	4	13 8	4	13 8	20	10 7 3	4	13 8	4	13 8	16	16 4½	39	16 4½	61	14 6	
18	28	2 2	9	13 0	2	6 0	18	12 0	21	13 0 0½	4	15 0	4	15 0	21	13 0 0½	4	15 0	4	15 0	21	13 0 0½	4	15 0	4	15 0	16	16 4½	40	16 4½	61	14 6	
19	6	13 0	5	13 0	5	4 0	22	17 2	22	3 5 4 ½	4	8 10	4	8 10	22	3 5 4 ½	4	8 10	4	8 10	22	3 5 4 ½	4	8 10	4	8 10	16	16 4½	41	16 4½	61	14 6	
20	15	17 2	2	13 6	4	6 6	22	17 2	23	11 14 10½	3	7 1	3	7 1	23	11 14 10½	3	7 1	3	7 1	23	11 14 10½	3	7 1	3	7 1	16	16 4½	42	16 4½	61	14 6	
21	39	9 7	3	10 4	4	13 0	45	12 5	24	3 9 10	5	0 9	5	0 9	24	3 9 10	5	0 9	5	0 9	24	3 9 10	5	0 9	5	0 9	16	16 4½	43	16 4½	61	14 6	
22	30	11 2½	2	5 8	4	13 0	37	9 10½	25	8 4 3½	8	4 3½	8	4 3½	25	8 4 3½	8	4 3½	8	4 3½	25	8 4 3½	8	4 3½	8	4 3½	16	16 4½	44	16 4½	61	14 6	
23	5	17 6½	2	7 9	3	0 6	11	5 9½	27	4 4 5	3	0 3	3	0 3	27	4 4 5	3	0 3	3	0 3	27	4 4 5	3	0 3	3	0 3	16	16 4½	45	16 4½	61	14 6	
24	8	18 7	3	13 3	2	4 6	14	16 4	28	7 15 3	2	11 1	2	11 1	28	7 15 3	2	11 1	2	11 1	28	7 15 3	2	11 1	2	11 1	16	16 4½	46	16 4½	61	14 6	
25	8	18 1½	4	1 6	2	2 0	15	1 7½	29	3 1 8½	3	1 8½	3	1 8½	29	3 1 8½	3	1 8½	3	1 8½	29	3 1 8½	3	1 8½	3	1 8½	16	16 4½	47	16 4½	61	14 6	
26	7	10 7½	3	15 4	3	1 0	14	6 11½	30	8 17 2	8	17 2	8	17 2	30	8 17 2	8	17 2	8	17 2	30	8 17 2	8	17 2	8	17 2	16	16 4½	48	16 4½	61	14 6	
27	7	10 7½	3	15 4	3	1 0	14	6 11½	30	8 17 2	8	17 2	8	17 2	30	8 17 2	8	17 2	8	17 2	30	8 17 2	8	17 2	8	17 2	16	16 4½	49	16 4½	61	14 6	
28	7	10 7½	3	15 4	3	1 0	14	6 11½	30	8 17 2	8	17 2	8	17 2	30	8 17 2	8	17 2	8	17 2	30	8 17 2	8	17 2	8	17 2	16	16 4½	50	16 4½	61	14 6	
29	7	10 7½	3	15 4	3	1 0	14	6 11½	30	8 17 2	8	17 2	8	17 2	30	8 17 2	8	17 2	8	17 2	30	8 17 2	8	17 2	8	17 2	16	16 4½	51	16 4½	61	14 6	
30	7	10 7½	3	15 4	3	1 0	14	6 11½	30	8 17 2	8	17 2	8	17 2	30	8 17 2	8	17 2	8	17 2	30	8 17 2	8	17 2	8	17 2	16	16 4½	52	16 4½	61	14 6	
31	7	10 7½	3	15 4	3	1 0	14	6 11½	30	8 17 2	8	17 2	8	17 2	30	8 17 2	8	17 2	8	17 2	30	8 17 2	8	17 2	8	17 2	16	16 4½	53	16 4½	61	14 6	
		289	10 6½	87	3 1	72	7 11	449	1 6½	316	4 10½	92	3 11	91	2 9	499	11 6½	91	2 9	499	11 6½	91	2 9	499	11 6½	91	2 9	499	11 6½	91	2 9	499	11 6½

Statement shewing Daily Passenger Traffic Receipts between Saint John and Kennebecasis.---Continued.

Date.	Amount received at Saint John.			Amount received at Kennebecasis.			Amount received in Cars.			Total Daily Receipts.		
	£	S.	D.	£	S.	D.	£	S.	D.	£	S.	D.
Oct. 1	2	2	7	3	19	0	0	19	6	7	1	1
2	3	0	11	6	6	11	1	5	0	10	12	10
4	5	7	44	2	10	1	3	0	9	10	18	24
5	7	4	34	2	16	0	1	10	0	11	10	34
6	4	6	9	2	5	0	1	9	0	8	0	9
7	4	17	14	1	14	10	3	0	6	9	12	54
8	1	5	3	1	14	6	0	14	0	3	13	9
9	0	18	4	2	13	6	2	0	6	5	12	4
11	2	15	11	3	0	0	2	11	6	8	7	54
12	2	19	11	2	4	6	1	8	6	6	12	11
13	3	16	54	2	14	54	1	5	6	7	16	44
14	1	16	5	1	12	0	1	2	6	4	10	11
15	3	4	1	2	2	0	0	6	6	5	12	7
16	2	11	10	3	11	9	0	17	0	7	0	7
18	4	3	71	2	18	6	1	4	0	8	6	14
19	3	11	11	6	6	0	2	4	0	12	1	11
20	8	7	94	4	8	9	1	10	0	14	6	64
21	9	13	2	5	14	0	0	16	0	16	3	2
22	3	0	10	3	1	3	0	10	0	6	12	1
23	4	5	0	6	13	5	0	16	3	11	14	8
25	4	0	44	3	8	0	1	5	0	8	13	44
26	5	9	1	2	14	3	0	7	6	8	10	10
27	4	7	11	3	2	9	0	8	9	7	19	5
28	3	18	64	1	13	5	0	17	6	6	9	54
29	3	15	8	2	4	6	0	10	0	6	10	2
30	2	2	6	3	18	2	0	14	0	6	14	8
	103	3	9	85	7	6	32	13	9	221	5	0

RECAPITULATION.

Date.	Amount received at Saint John.			Amount received at Kennebecasis.			Amount received in Cars.			Total Daily Receipts.		
	£	S.	D.	£	S.	D.	£	S.	D.	£	S.	D.
June,	212	1	04	65	14	4	35	16	2	313	11	64
July,	299	5	11	94	2	10	64	16	0	458	4	94
August,	289	16	64	87	3	1	72	7	11	449	1	64
Sept.	316	4	104	92	3	11	91	2	9	499	11	64
October,	103	3	9	85	7	6	32	13	9	221	5	0
	1220	6	2	424	11	8	296	16	7	1911	14	5

SUMMARY.

Receipts to 1st February, 1858,	-	-	-	£680	0	6
" 1st June,	-	-	-	200	10	2
" 30th October,	-	-	-	1,941	11	5
" for Freight,	-	-	-	77	12	0
Total, per Abstract A, in former Report,	-	-	-	£2,899	17	1

Statement showing the Traffic Receipts on the Shediac and Monton District, for Passenger's, Freight, Wharfrage, and Storage, from 19th April to 15th December 1858.

Passenger Traffic,	-	-	-	-	-	£911	5	9
Freight,	-	-	-	-	-	1,166	0	8
Wharfrage and Storage,	-	-	-	-	-	37	18	2
Total,	-	-	-	-	-	£2,115	4	7

L. CARVELL.

STATEMENT OF LAND DAMAGE CLAIMS.

Claimant.		Amount of Claim.		Awarded by Commis'rs.		Awarded by Appraisers.		When paid.
		£	s. d.	£	s. d.	£	s. d.	
Charles Hazen,	Railway passing through property near Valley Church,	1,745	0 0	..	..	800	0 0	Jul. 26, '58.
W. R. M. Burtis,	Do. do. do. do.	3,200	0 0	..	..	800	0 0	Dec. 4, '57
William Wright,	Land for Station purposes,	7,500	0 0	3,000	0 0	..	..	Jan. 24, ..
	Do. do. do.	4,060	0 0	2,870	0 0	..	..	Sep. 22, ..
Dan'l McLauchlan,	Damage to property north side Mill Pond,	400	0 0	40	0 0	..	..	Jan. 7, ..
Bridget Lowell,	Lot under lease in Valley fr Mrs. Chipman,	30	0 0	..	..	10	0 0	Aug. 31, ..
Peter Cormack,	Land leased from Chas. Hazen,	2,282	10 0	500	0 0	200	0 0	July 19, ..
D. Ramsay,	Do. do. do.	..	..	..	..	25	0 0	July 26, ..
W. R. M. Burtis,	Land for Turn-table,	..	..	10	0 0	..	..	Jan. 23, ..
Penelagon & Whiting,	Land taken for Railway purposes,	..	..	225	0 0	..	..	May 31, ..
	Rent of do. do.	..	..	75	0 0	..	..	Apr. 17, ..
Lawrence Cullinan,	Damage to Barn,	..	..	7	10 0	..	..	Mar. 5, ..
Dr. Geo. P. Peters,	Land and Damage,	..	..	161	0 0	..	..	Oct. 19, ..
John Dooley,	do.	..	..	135	18 0	..	..	Dec. 4, ..
Thomas Trafton,	do.	904	0 7	425	0 0	..	..	Oct. 10, ..
Estate H. S. Peters,	do.	..	..	..	..	100	0 0	May 1, ..
Stephen Wiggins,	do.	..	..	147	0 0	..	..	Nov. 5, ..
Robert M'Lean,	do.	..	..	..	..	100	0 0	Dec. 4, ..
Edward B. Peters,	do.	..	..	118	0 0	..	..	Oct. 5, ..
Charles Merritt,	do.	..	..	70	0 0	..	..	Dec. 17, ..
George Merritt,	do.	..	..	61	0 0	..	..	Aug. 4, ..
Thomas Parks,	do.	..	..	71	0 0	..	..	Oct. 29, ..
H. B. Smith,	do.	..	..	174	0 0	..	..	Oct. 12, ..
Henry Walsh,	do.	..	..	..	..	103	0 0	Dec. 4, ..
Dr. M. H. Peters,	do.	..	..	28	0 0	..	..	Oct. 8, ..
P. Fitzpatrick,	do.	..	..	10	0 0	..	..	Jan. 14, '58
Charles Drury,	Part of two Lots on the Marsh,	..	..	..	..	150	0 0	Aug. 18, ..
George Young,	Lot of Land in Marsh (G. Lane.)	..	..	330	0 0	..	..	Aug. 20, ..
Estate of H. Hennigar,	Land and Damage,	100	0 0	..	..	25	0 0	Apr. 15, ..
Hon. R. L. Hazen,	do.	275	0 0	150	0 0	..	..	Jun. 14, ..
Hon. W. Botsford,	do.	140	0 0	140	0 0	..	..	" 16, ..
John M'Sweeney,	do. to Marble quarry.	3,678	0 0	112	5 0	250	0 0	July 20, ..
Geo. N. Robinson,	do.	..	..	..	..	450	0 0	June 7, ..
and Sisters,	do.	..	..	..	..	43	10 0	" 10, ..
Mrs. S. E. Quinton,	do.	..	..	..	..	43	10 0	" 10, ..
Mrs. C. G. Stockford,	do.	..	..	..	..	..	..	Sep. 13, ..
Israel Hoyt,	do.	..	..	30	0 0	..	..	Jan. 14, ..
Henry M'Callough,	do.	..	..	163	10 0	..	..	July 26, ..
	Digging Trial Pits, &c.	..	..	68	15 0	..	..	Feb. 26, ..
Benj. Appleby,	Land and Damage and Land for Wharf,	1,300	0 0	..	..	425	0 0	Jun. 3, ..
	do.	..	..	35	0 0	..	..	Aug. 5, ..
Neill Bradley,	Land and Damage,	175	0 0	..	..	25	0 0	Jan. 14, ..
J. Ferguson,	do.	450	0 0	3	0 0	..	..	..
C. C. Stewart,	do.	525	0 0	..	..	No Damage.	..	..
J. A. Scribner,	do.	..	..	10	0 0	..	..	July 2, ..
	do.	..	..	..	..	25	0 0	Sep. 29, ..
LeBaron Drury,	do.	..	..	80	9 4	..	..	..
John Henderson,	do.	100	0 0	..	..	5	0 0	Jan. 8, ..
James Henderson,	do.	100	0 0	7	0 0	..	..	Nov. 7, ..
James Duplex,	do.	150	0 0	..	..	25	0 0	Jan. 11, ..
Mrs. Anthony Dobbin,	do.	150	0 0	..	..	30	0 0	" 9, ..
J. Henderson, Jr.	do.	200	0 0	..	..	40	0 0	" 11, ..
Abel Doughty,	do.	100	0 0	..	..	20	0 0	July 2, ..
	Damage to Crop,	..	..	2	0 0	..	..	Nov. 7, ..
James Rafferty,	Land and Damage,	150	0 0	..	..	10	0 0	Apr. 2, ..
P. M'Rory,	do.	840	0 0	..	..	80	0 0	July 20, ..
P. O. Kane,	Damage to Crop,	42	15 0	..	..	5	0 0	Aug. 21, ..
W. Maynes,	Building House for Abel Doughty,	..	..	107	10 0	..	..	Nov. 7, '57
M. Morrisou,	Land and Damage,	..	..	6	0 0	..	..	Aug. 4, '58
Allan Otty,	do.	200	0 0	..	..	45	0 0	Apr. 9, ..
	Digging Trial Holes,	40	0 0	10	0 0	..	..	Aug. 20, ..
D. Sweeney,	Land and Damage,	..	..	..	..	20	0 0	Jan. 16, ..
D. Porter,	do.	..	..	..	..	5	0 0	" 17, ..
	do.	..	..	3	4 0	..	..	Oct. 31, ..
Thomas Purvis,	Moving Barn,	..	..	30	0 0	..	..	Sep. 10, ..
James Keater,	Land and Damage,	..	..	1	0 0	..	..	Oct. 31, '57
	do.	..	..	8	0 0	..	..	Jan. 14, '58
Estate John Pollok,	do.	..	..	..	..	75	0 0	Jan. 10, ..
Lewis Burus,	do.	334	0 0	..	..	50	0 0	Oct. 28, ..
Sarah Frances,	do.	50	0 0	..	..	10	0 0	Aug. 25, ..
Harvey Siderquist,	do.	5	0 0	5	0 0	..	..	Sep. 18, ..
J. Ruland,	Moving Barn,	..	..	12	10 0	..	..	Oct. 21, ..
W. H. Baxter,	Land and Damage,	1,100	0 0	..	..	200	0 0	Aug. 18, ..
Nelson Arnold,	Station Grounds at Sussex,	..	..	72	0 0	..	..	May 6, ..
Abner Jones,	Land and Damage,	..	..	5	0 0	..	..	Sep. 2, '57
	do.	..	..	..	..	60	0 0	July 20, '58
John Reed,	do.	250	0 0	..	..	125	0 0	" 20, ..
Moses Jones,	do.	250	0 0	..	..	60	0 0	Oct. 9, ..
R. Milner,	do.	1,055	0 0	..	..	460	0 0	July 20, ..
	Removing Barn,	..	..	25	0 0	..	..	Sep. 29, ..

Statement of Land Damage Claims.—Continued.

Claimant.		Amount of Claim.	Awarded by Commis'rs.	Awarded by Appraisers.	When paid.
Jas. Dunlop,	Land and Damage,	£210 0 0	.. ..	£20 0 0	Aug. 29, '58
John Jones,	do.	.. ..	.. ..	20 0 0	July 20, ..
Caleb Beck,	Station Grounds at Salisbury.	.. ..	£60 0 0	.. ..	Oct. 31, ..
Alex. Wright,	Land and Damage,	.. ..	35 0 0	.. ..	" 16, ..
A. Wooten,	do.	.. ..	7 10 0	.. ..	Dec. 4, '57
R. S. Bush,	do.	.. ..	4 0 0	.. ..	Apr. 17, ..
Oliver Jones,	Station Grounds,	.. ..	618 0 0	.. ..	Jun. 30, ..
Isa. Bourke,	Land and Damage,	.. ..	.. ..	5 0 0	Sep. 29, '58
Robt. Hamilton,	do.	.. ..	20 0 0	.. ..	Dec. 29, '57
Jos. Votore,	do.	.. ..	10 0 0	.. ..	Nov. 17, ..
Frank Votore,	do.	.. ..	7 10 0	.. ..	Feb. 16, '58
Simon Porrier,	do.	.. ..	35 0 0	.. ..	Nov. 9, '57
Peter White,	do.	.. ..	13 10 0	.. ..	Sep. 4, ..
T. Robicheau,	do.	.. ..	45 0 0	.. ..	Mar. 31, ..
D. Gorang,	do.	.. ..	130 0 0	.. ..	Dec. 29, ..
Robert Atkinson,	do.	.. ..	12 10 0	.. ..	Sep. 16, ..
Peter Porrier,	do.	.. ..	15 0 0	.. ..	Nov. 17, ..
Flacide White,	do.	.. ..	8 0 0	.. ..	" 6, ..
F. & J. Arseno,	do.	.. ..	10 0 0	.. ..	" 6, ..
Peter, John and Alexander Votore,	do.	.. ..	15 10 0	.. ..	" 6, ..
Robert C. Atkinson,	do.	.. ..	50 0 0	.. ..	Dec. 4, ..
George Bateman,	do.	.. ..	.. ..	4 0 0	July 20, ..
H. S. Armour,	do.	.. ..	9 0 0	.. ..	Feb. 16, ..
Joseph Billezous,	do.	.. ..	.. ..	70 0 0	Sep. —, ..
Peter Billevous,	Removing Buildings,	.. ..	25 0 0	.. ..	Nov. 9, ..
R. S. Bourke,	Land and Damage,	.. ..	3 0 0	.. ..	" 13, ..
Thad Arseno,	do.	.. ..	10 0 0	.. ..	" 16, ..
Robert Atkinson,	do.	.. ..	38 0 0	.. ..	Jun. 11, ..
Hugh Boyd,	do.	.. ..	5 0 0	.. ..	Dec. 29, ..
James Boyd,	do.	.. ..	5 10 0	.. ..	" 29, ..
Adam Boyd,	do.	.. ..	10 0 0	.. ..	" 26, ..
W. Stack,	do.	.. ..	5 10 0	.. ..	" 29, ..
James Mills,	do.	.. ..	8 10 0	.. ..	Feb. 16, '58
D. & P. Mills,	do.	.. ..	10 0 0	.. ..	Dec. 29, '57
John Harris,	do.	.. ..	15 0 0	.. ..	Jan. 30, ..
Edmund Harris,	do.	.. ..	15 0 0	.. ..	" 29, ..
Jno. A. Humphrey,	do.	.. ..	160 0 0	.. ..	Oct. 16, ..
John Humphrey,	do.	.. ..	75 0 0	.. ..	" 29, ..
E. B. Chandler,	do.	300 0 0	90 0 0	.. ..	" 16, ..
James Robertson,	do.	1,500 0 0	275 0 0	.. ..	" 16, ..
Jacob Gesner,	do.	.. ..	.. ..	50 0 0	Sep. —, ..
Bliss Botsford,	do.	300 0 0	80 0 0	.. ..	Oct. 16, ..
G. Allingham,	do.	.. ..	3 0 0	.. ..	July 26, ..
William Steadman,	do.	.. ..	100 0 0	.. ..	Nov. 3, ..
Captain Cooper,	do.	.. ..	17 10 0	.. ..	Oct. 27, ..
Ambrose White,	do.	.. ..	5 0 0	.. ..	Nov. 9, ..
P. Schureman,	Land for Ballast Pit,	.. ..	20 0 0	.. ..	Dec. 29, '58
W. J. Weldon,	Land and Damage,	.. ..	25 0 0	.. ..	" 29, ..
A. Simpson,	do.	23 0 0	.. ..	5 0 0	Oct. 31, ..
Thomas Trueman,	Removing Store at Wharf,	.. ..	47 10 0	.. ..	Oct. 26, '57
J. S. Trites,	do.	.. ..	30 0 0	.. ..	" 26, ..
I. C. Gallagher,	Removing Store and House,	.. ..	40 0 0	.. ..	" 26, ..
George Adams,	Removing House,	.. ..	3 0 0	.. ..	" 26, ..
S. Constantine, per E. B. Chandler,	Land and Damage,	.. ..	300 0 0	.. ..	" 23, ..
James Dunlop,	Removing Buildings,	.. ..	27 10 0	.. ..	Nov. 9, ..
Jno. Grady,	do.	.. ..	5 0 0	.. ..	" 17, ..
I. S. Sayre,	Land and Damage,	.. ..	32 10 0	.. ..	Dec. 4, ..
James Brown,	do.	.. ..	5 0 0	.. ..	" 4, ..
Charles Tidd,	Removing Buildings,	.. ..	8 0 0	.. ..	" 4, ..
Thomas Tidd,	Land and Damage,	.. ..	20 0 0	.. ..	Apr. 17, '58
R. Kirwan,	do.	.. ..	67 10 0	.. ..	May 10, ..
A. Perrigo,	do.	.. ..	50 0 0	.. ..	" 10, ..
E. Stiles,	do.	.. ..	25 0 0	.. ..	" 10, ..
R. Gumming,	do.	.. ..	10 0 0	.. ..	" 31, ..
E. Taylor,	do.	.. ..	25 0 0	.. ..	" 10, ..
M. Lellan,	do.	.. ..	25 0 0	.. ..	" 10, ..
Jas. Beatty,	do.	.. ..	35 0 0	.. ..	" 10, ..
W. & R. Wright,	do.	.. ..	.. ..	50 0 0	July 28, ..
J. Trites,	do.	125 0 0	.. ..	77 10 0	" 26, ..
O. Jones,	do.	.. ..	.. ..	6 0 0	Sep. —, ..
J. W. M. Irish,	do.	1,000 0 0	.. ..	65 0 0	Aug. 5, ..
Bliss Botsford,	Land purchased from Mrs. Ferguson, ad- joining the Wharf,	.. ..	141 5 0	.. ..	Oct. 31, ..
James Crandall,	For Wharf,	60 0 0	17 10 0	.. ..	" 26, ..
Thomas Kirwan,	Removing Barn,	.. ..	4 0 0	.. ..	Nov. 9, ..
Thomas White,	Land and Damage,	.. ..	5 0 0	.. ..	" 17, ..
P. Schureman,	do.	.. ..	30 0 0	.. ..	May 31, ..
J. Gorang,	do.	.. ..	.. ..	60 0 0	Sep. 29, ..

Statement of Land Damage Claims—Continued.

Claimant.		Amount of Claim.	Awarded by Commis'rs.	Awarded by Appraisers.	When paid.
G. M. Campbell,	Land and Damage, Lawlor's Lake,	£350 0 0	.. ..	No Damage.	
Hon. W. Botsford,	do. "	50 0 0	.. ..	do.	
Fitzgerald Estate,	do. "	150 0 0	.. ..	do.	
James Barber,	do.	750 0 0	.. ..	do.	
John Johnston,	do.	250 0 0	.. ..	do.	
Samuel Ramsay,	do.	100 0 0	.. ..	do.	
Samuel Renshaw,	do.	30 0 0	.. ..	do.	
F. Ferguson,	do.	450 0 0	.. ..	do.	
Hon. J. H. Gray,	do.	300 0 0	.. ..	do.	
Thomas M'Kinley,	do.	200 0 0	.. ..	do.	
James Carpenter,	do.	200 0 0	.. ..	do.	
Samuel Kierstead,	do.	12 10 0	.. ..	do.	
George Roberts,	do.	300 0 0	.. ..	do.	
Est. D. Warren,	do.	100 0 0	.. ..	do.	
Jno. Palmer,	do.	200 0 0	.. ..	do.	
Jno. K. Campbell,	do.	300 0 0	.. ..	do.	
Thos. Purvis,	do.	151 0 0	.. ..	do.	
Jno. Daniel,	do.	150 0 0	.. ..	do.	
Thos. Fraser,	do.	100 0 0	.. ..	do.	
Jas. Siderquist,	do.	200 0 0	.. ..	do.	
M. H. Fowler,	do.	100 0 0	.. ..	do.	
W. Crawford,	do.	200 0 0	.. ..	do.	
Rev. W. W. Walker,	do.	150 0 0	.. ..	do.	
W. Raymond,	do.	30 0 0	.. ..	do.	
Jacob Yeomans,	do.	50 0 0	.. ..	do.	
Robert Kee,	do.	150 0 0	.. ..	do.	
J. D. M'Manus,	do.	150 0 0	.. ..	do.	
Robert Oaty,	do.	150 0 0	.. ..	do.	
J. & C. Ketchum,	do.	250 0 0	.. ..	do.	
C. J. Hendricks,	do.	300 0 0	.. ..	do.	
George Brown,	do.	75 0 0	.. ..	do.	
J. A. M'Manus,	do.	75 5 0	.. ..	do.	
Edward Barteo,	do.	.. ..	.. ..	do.	
H. Secord,	£25 per acre,	155 0 0	.. ..	do.	
Charles Secord,	do.	125 0 0	.. ..	do.	
Reuben Sproule,	do.	125 0 0	.. ..	do.	
V. H. Secord,	do.	100 0 0	.. ..	do.	
A. B. Sproule,	do.	155 0 0	.. ..	do.	
R. Burgess,	do.	50 0 0	.. ..	do.	
Malcolm Wilmot,	do.	100 0 0	.. ..	do.	
Alex. Robinson,	do.	50 0 0	.. ..	do.	
W. Horsman,	do.	25 0 0	.. ..	do.	
W. Robinson,	do.	50 0 0	.. ..	do.	
Alfred Trites,	do.	30 0 0	.. ..	do.	
Malcolm Somers,	do.	30 0 0	.. ..	do.	
Andrew Somers,	do.	300 0 0	.. ..	do.	
E. Steeves,	do.	125 0 0	.. ..	do.	
D. & H. Steeves,	do.	90 0 0	.. ..	do.	
Gabriel Steeves,	do.	90 0 0	.. ..	do.	
Israel Wilson,	do.	15 0 0	.. ..	do.	
Bamford Wilson,	do.	15 0 0	.. ..	do.	
Reuben Wilson,	do.	70 0 0	.. ..	do.	
Robert Weldon,	do.	.. ..	.. ..	do.	
John Wilmot,	do.	.. ..	.. ..	do.	
George Wortman,	do.	25 0 0	.. ..	do.	
W. H. Wortman,	do.	30 0 0	.. ..	do.	
Martin Wortman,	do.	30 0 0	.. ..	do.	
Frederick Wortman,	do.	20 0 0	.. ..	do.	
W. Crandall,	do.	150 0 0	.. ..	do.	
Edward Allison,	do.	500 0 0	.. ..	do.	
Glebe Land,	do.	750 0 0	.. ..	do.	
		Total...£	12,605 16 4	5,332 10 0	

Damages extinguished by Benefits.

Amount paid prior to appointment of Commissioners,	-	£14 14 . 6	
Amount paid by Commissioners,	- - -	12,605 16 4	
Award of Appraisers,	- - -	5,332 10 0	
			£17,953 0 10
Appraisers' Account,	- - -	- - -	1,080 16 10
Law Charges, Fees of Record, &c. &c. &c.	- - -	- - -	298 0 1
Amount of Debit of Permanent Way, No. 3, as per Balance,	-	-	£19,331 17 9

STATIONS ON THE LINE.

Miles from Saint John.	Miles from Principal Stations.	Miles from Station.	STATIONS.
		0	Saint John.
		1	Cemetery.
		2	Moose Path.
		1	Robinson's.
		2	Torryburn.
		1	Appleby's.
9	9	2	Kennebecasis.
		3	Quispamsiss (or Lakefield.)
		5	Nauwigewauk (or Hammond River.)
		4	Quispam (or Groom's Cove.)
23	14	2	Ossekeag (near Hampton Ferry.)
		5	Passekeag.
31	8	3	Norton (near Baxter's.)
		7	Apohoqui (near Mill Stream.)
44	13	6	Sussex.
		3	Plumwescep (near Snider's.)
		4	Penobsquis (near Roache's.)
56	12	5	Portage (near M'Leod's.)
		4	Anagance (near Leake's.)
66	10	6	Petitcodiac.
76	10	10	Salisbury.
		2	Boundary Creek (near Nixon's.)
		4	Mountain.
89	13	7	Moncton.
		2	Humphrey's Mill.
		4	Cook's Brook.
		7	Dorchester Road.
106	17	4	Shediac.
		2	Point du Chene.
		<hr/> 108	

CERTIFIED COPY OF JACKSON & CO'S SPECIFICATION A.,

For Building a Single Track Railway from Saint John to Shediac.

EUROPEAN & NORTH AMERICAN RAILWAY.

Saint John to Shediac, - - - - 107 Miles.
 The Bend to Nova Scotia, - - - - 37

Total, - - - - 144 " Single Track.

SINGLE TRACK.

Permanent Way Rails 63 lbs. to the lineal yard.*Wrought Iron* Chairs at the Joints each 12 lbs. weight.*Wrought Iron* Pins, Hackmatack or other suitable wood ties 8½ to 9 feet long.*Ballast*, 2½ cubic yards for every lineal yard.*Fencing*, where required, Post and Rail.*Earthwork*, excavations 24 feet in width with slopes on ordinary Cuttings of 1½ to 1, and in Rock ¾ to 1.*Embankments* 15 feet in width at formation level, with slopes of 1½ to 1.*Grades*, Maximum Grade not to exceed 45 feet per mile.*Curves*, Minimum Radius on main Line 1,500 feet.*Bridges*,

Bridges, under the Railway of 100 feet span and upwards to be constructed of Iron, under that span of Stone or Timber, or both, at the discretion of the Contractors, secured with Iron Bolts and fastenings; over the Railway to be constructed of Stone or Brick.

Culverts, to be constructed of Stone or Timber, or both, depending upon the nature of the foundations, as may be most expedient as approved by the Consulting Engineer.

Crossings, for farm and other roads on the Line of the Railway to be constructed in the usual way, and a Notice Board erected at all the public road crossings.

Road Stations, to be provided at or near (1) Nine Mile House, (2) Hammond River, (3) Hampton, (4) Finger Board, (5) Sussex Vale, (6) Head of Petitcodiac River, (7) Pittfield's, and two intermediate between the Bend and Nova Scotia Boundary, with 300 yards siding at each, and also at the Bend, Shediac, and Nova Scotia Boundary, with a length of siding not exceeding half a mile at each.

ROLLING STOCK AS FOLLOWS :

10 Passenger Engines,	20 Horse Boxes,
5 Goods " "	15 Ballast Wagons,
14 First Class Cars,	20 Hand Cars,
6 Second Class Cars,	4 Snow Ploughs,
50 Goods Wagons,	3 42 Engine Turntables for Saint John,
50 Box Cars for Dry Goods,	Sussex Vale, and Boundary,
50 Timber Wagons,	20 15 Turntables,
20 Cattle Cars,	

The Road Stations to be constructed of Wood, Brick or Stone, as the Contractors may find convenient, and to consist of a House with two upper and two lower rooms for the Station Master, with out-buildings and other conveniences, together with a Ladies' Reception Room, Booking Office, and open Shed for General Passengers, complete with Urinal and Water Closets; also a Platform for loading and unloading Cattle, Carriages, &c. &c., and at Sussex Vale, the Bend, Shediac, and Nova Scotia Boundary, Merchandise Sheds to be erected with Cranes and every necessary appliance, also Water Tanks and Woodsheds at Hampton, Sussex Vale, Pittfield's, the Bend, Shediac, and the frontier.

The Terminal Stations at Saint John to consist of a Carriage Shed roofed over for Passengers, with Platforms, Booking Offices, Porter's Offices, Waiting Rooms, Luggage Rooms, Store Rooms, Urinal and Water Closets, Superintendent's residence complete, Board Room, Secretary's Office, Clerk's Office, Telegraph Office, Refreshment Room, and all requisite conveniences, Covered Goods Shed with Platforms, Cranes and appliances, Cattle and Carriage Platforms with one mile of sidings to be built of Brick, with Slate or Zinc Roof; an estimate of such buildings in both Wood and Brick to be first made, and should the estimate in Brick exceed the estimate in Wood, then the excess or difference to be equally divided and borne by the Contractor and Company.

(Signed)

R. JARDINE, *President.*

W. JACKSON.

I certify the foregoing to be a true copy of the Specification or Schedule A, attached to the original agreement.

(Signed)

ROBT. D. WILMOT.

[Form of Contract, Specification and Schedule upon which the Railway Works have been let by the Government.]

NEW BRUNSWICK RAILWAYS, 1859.

EUROPEAN AND NORTH AMERICAN RAILWAY.

CONTRACT, SECTION NO.

ARTICLES OF AGREEMENT made and entered into this day of in the year of our Lord one thousand eight hundred and and made in pursuance of the Act of Assembly of the Province of New Brunswick to authorize the construction of Railways in the said Province, in duplicate between of the first part, and Her Majesty, Queen VICTORIA, represented herein by *Robert Jardine*, Chairman of the Board of Railway Commissioners of the Province of New Brunswick, appointed under Act of Assembly 19 Victoria, Chapter 15, of the second part:

WITNESSETH that the said part of the first part, for and in consideration of the payments to them in hand, well and truly made, as hereinafter set forth by the said part of the second part, do hereby for Heirs, Executors, Administrators, and Assigns, covenant, promise, and agree to and with Her said Majesty, Queen VICTORIA, Her Heirs and Successors, represented herein as aforesaid, to construct, build, complete and finish in a good substantial and workmanlike manner, under the superintendence of the Chief Engineer appointed under the said Act, and in every respect to the satisfaction of the said Board of Commissioners and the said Chief Engineer for the time being, all the work contained in Section No. on the Division of the European and North American Railway, commencing at a Station numbered and extending to a Station numbered being a distance of miles yards, more or less, according to the Specifications and plans hereunto annexed and referred to, and to provide all necessary plant and materials therefor of the very best description, and to do all said work, and to provide all said plant and material, subject to the inspection, supervision, approval, and rejection of the said Chief Engineer, and upon the terms and conditions hereinafter specified.

The whole to be completed and finished, and in every respect ready for use, on or before the day of one thousand eight hundred and and to be conducted and carried out upon the terms, conditions, and stipulations hereinafter specified, and which terms, conditions, stipulations, specifications and plans, are to be considered in every respect as part and parcel of this Contract.

In consideration whereof, Her said Majesty, Queen VICTORIA, represented as aforesaid, doth promise and agree to pay to the part of the first part, the lump sum of pounds shillings and pence, of the lawful currency of New Brunswick, the said sum to be paid the part of the first part, by monthly instalments, as the work proceeds, according to the rates and prices in the Tender and Schedule herewith attached.

CONDITIONS.

Firstly, That the part of the first part shall receive and use in the work herein contracted for, such Timber, Iron, Stone, Cement or Lime, and other materials as shall be furnished by the said Commissioners, and allow therefor such sum or sums of money as the Engineer may deem equitable: provided the same is not included in Schedule of prices attached to this Contract, and that the amount thereof shall be deducted from the amount of work done under this Contract.

Secondly, The constructing and finishing of said work is to be done in all respects according to the directions and instructions contained in, which may be implied from, or are incidental to the specifications hereunto annexed, and any plan or plans referred to in the said annexed specifications, which specifications and plan or plans therein referred to are hereby mutually agreed and declared to be incorporated in, and form a part of this Contract.

Thirdly,

Thirdly, The payments of the prices hereinbefore mentioned shall be made monthly by the said Commissioners, upon certificate being received by them from the Chief Engineer and approved of, that the work for or on account of which such payments shall be claimed has been duly and faithfully executed, such certificate to be given by the Chief Engineer within ten days after he shall have received an Estimate from his Assistant Engineer or officer in charge of the work, specifying the amount of work done during the month then ending.

But that, nevertheless, it shall be lawful for Her said Majesty to withhold from the part of the first part, and retain ten per cent. out of the amount of the estimates, until the perfect completion of the work to the satisfaction of the said Commissioners: which ten per cent. so withheld and retained shall be paid with the last instalment, after the Engineer or officer in charge shall have delivered to the Chief Engineer his final estimate of the work performed and materials furnished in virtue of these presents, with detailed measurements, weights, &c., and upon approved certificate by the said Chief Engineer of the work having been fully completed and finished: Provided, that in forming his final estimate the Engineer or other officer shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate. Provided always, and it is further agreed, that Her said Majesty from time to time by the said Commissioners, during the progress of the work, may pay to the part of the first part the whole or any portion of the ten per cent. so withheld and retained.

Fourthly, That the work hereby contracted for, to be done by the part of the first part, shall, as far as may be required by the said Engineer, be prosecuted so as to facilitate and not to incommode or obstruct the prosecution of Contracts for adjoining or contiguous works.

Fifthly, That this Contract shall in every respect be prosecuted in such order and at such places in the work and at such times and seasons as the Chief Engineer shall direct.

Sixthly, That if by report of the Engineer, or Superintendent employed by the Commissioners in that behalf, it shall appear that the establishment and rate of progress at and in the said work are not such as to insure the completion of the same within the time herein prescribed, or if part of the first part shall persist in any course violating the provisions of this Contract, Her said Majesty shall have the power at her discretion, by order of the said Board of Commissioners, without previous notice or protest and without process or suit at Law, either to take the work or any part thereof out of the hands of the part of the first part, and to relet the same to any Contractor or Contractors without its being previously advertised, or to employ additional workmen, and provide materials, tools, and other necessary things at the expense of the part of the first part. And the part of the first part, in either case, shall be liable for all damages and extra costs and expenditure which may be incurred by reason thereof, and shall, in either of such cases, likewise forfeit all moneys then due under the conditions and stipulations, or any, or either of them herein contained.

Seventhly, That in case of failure in the Contract, the part of the first part shall thereby forfeit all right and claim to the said ten per cent., or any part thereof remaining unpaid, as well as to any moneys whatever due on this Contract.

Eighthly, That all work of every description may be inspected during construction, either by the Chief Engineer or such officer as he from time to time may appoint to superintend the same, and should any work be disapproved of, it shall immediately be removed or taken down and replaced by such as shall be satisfactory to the Engineer or the officer in charge. And no further estimate shall be made upon the same section so long as any work shall remain imperfect; and any omission to disapprove of any work at the time of a monthly estimate being made, shall not be construed to be acceptance of any defective work; likewise any material disapproved of shall not be used in the work, and if not removed by the part of the first part when directed by the Chief Engineer, or person in charge, then the rejected materials shall be removed by the aforesaid Chief Engineer, or person in charge, to such place as he may deem proper, at the cost and charge, and at the risk of the part of the first part.

And it is hereby expressly declared and agreed by and between the parties hereto, that all materials of every nature and description, and the property therein, which from time to time may be procured and furnished by the said part of the first part, to be used in and about the construction of the said works hereby contracted for, so soon as the same shall be inspected, approved of, and marked by the Chief Engineer, or his officer for the time being in charge of and superintending the said works, shall absolutely vest in Her Majesty the Queen, and the same may be included in the estimate of the Engineer or officer in charge. all which materials so inspected, approved of and marked shall not thereafter in any way be liable or subject to the debts, contracts or engagements or otherwise affected by any act of the said part of the first part to the prejudice of the said part of the second part. But it is distinctly understood and agreed that the inspection and approval of materials shall not in any way subject Her said Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said works, nor prevent the rejection afterwards of any portion thereof which may turn out to be unsound or unfit to be used in the work; nor shall such inspection be considered as any waiver of objection to the work on account of the unsoundness or imperfection of the materials used.

Ninthly, That in the opinion of the Engineer, should any overseer, mechanic or workman, employed on or about the work, give any just cause of complaint, the part of the first part, shall immediately upon the application of the Chief Engineer or person in charge; dismiss such person or persons forthwith from the works, and he shall not be employed again thereon without the consent of the Chief Engineer; and should the part of the first part continue to employ such overseer, mechanic or workman, the part of the first part shall forfeit to Her said Majesty, Her Heirs and Successors, the sum of five pounds current money aforesaid, for each and every day during which such overseer, mechanic or workman shall be employed on the works after such application as aforesaid: and all the sums so forfeited shall be deducted from and out of the amount which the part of the first part may be entitled to receive from Her said Majesty at the commencement of the month next ensuing such forfeit, or at a later period as Her said Majesty may deem proper.

Tenthly, That to prevent all disputes, it is hereby mutually agreed that the Chief Engineer for the time being, shall in all cases determine the amount or quantity of the several kinds of work which are to be paid for under this Contract, and the amount of compensation at Contract prices which are to be paid therefor, and also that the said Engineer shall in all cases decide as to the construction to be put upon any part of the Plans or Specifications, or any other question which can or may arise relating to the execution of this Contract, and his measurements and decisions shall in all cases be conclusive and binding between all parties, subject however, to the final approval of the said Commissioners.

Eleventhly, That if any change or alteration, either in the position or details of any part of the work shall be required by the said Chief Engineer during the progress thereof, the part of the first part is hereby bound to make such alterations or change, and if alteration or change shall entail extra expense on the said part of the first part, either in labour or materials, the same shall be allowed the said part of the first part; or should it be saving to the said part of the first part, either in labour or materials, the same shall be deducted from the amount of this Contract; in either case the amount is to be determined by the estimate made by the Engineer or officer in charge. But no such change or alteration, whatever may be the extent or quality thereof, or whatever time the same may be required to be made, pending the said Contract, shall in anywise have the effect of suspending, superseding, annulling, or rescinding this Contract, which shall continue to subsist, notwithstanding such change or alteration; and every such change or alteration shall be performed and made by the said part of the first part, under and subject to the conditions, stipulations, and covenants herein expressed, as if such change or alteration had been expressed and specified in the terms of this Contract; and should the said part of the first part be required by Her Majesty, represented as aforesaid, to do any work, or furnish any materials for which there is not any price specified in this Contract, the same shall be paid for at the estimated prices of the Engineer, subject to the approval of the said Commissioners;

Commissioners ; but no change or alteration as aforesaid whatever, and no extra work whatever shall be done without the written authority of the Engineer in charge, given prior to the execution of such work, nor will any allowance or payment whatever be made for the same in case it should be done without such authority. All bills for extra work, when ordered by the Engineer, must be returned monthly, or within one week from any time that may be called for by him ; failing so to do, payment of them shall be discretionary with the said Commissioners.

Twelfthly, That the part of the first part will not by or agents, give or sell any ardent spirits to workmen, or any other person on or near the said work, or allow any to be brought on the work by labourers or other persons.

Thirteenthly, That the part of the first part shall not in any way dispose of, or sub-let, or re-let any portion of the work embraced in this Contract : but the whole shall be done by labourers under immediate superintendence, with the exception of procuring materials.

Fourteenthly, That any notice or other paper connected with these presents which may be required or desired on behalf of Her said Majesty to be served on the part of the first part, may be addressed to the part of the first part at residence, or usual place of business, or at the place where the work hereby contracted for is carried on, and left at the Post Office in and any paper so addressed and left at the Post Office shall to all intents and purposes be considered legally served.

Fifteenthly, That should the part of the first part not complete the work herein contracted for at the period agreed upon as above mentioned, the said part of the first part shall be liable for and shall cause to be paid to the part of the second part, all salaries of wages which shall become due to the persons superintending the work on behalf of the said Chief Engineer, from the above named period for completion until the same shall be completed and received.

Sixteenthly, That in case it shall happen that the said part of the first part shall not fully complete the work herein agreed for within the time herein before specified, the said Commissioners may, if they shall think fit, permit the said Contractor to proceed with and complete the said work as if such time had not elapsed ; and that in such case, such permission shall not be deemed to be a waiver in any respect of any forfeiture or liability for damages or expenses otherwise incurred by said Contractor in consequence of such failure to complete this Contract within such time, or incurred by him under any of the stipulations or provisions contained in this Contract, or in the annexed specifications ; but this present Contract and every such forfeiture and liability so incurred, shall still continue in full force against such Contractor as if such permission had not been granted ; and the said work shall in such case be performed, completed and paid for, in every respect according to the terms, stipulations and conditions contained in this Contract, and in the Specifications annexed, subject to the same forfeitures, liabilities and deductions, as are herein mentioned, which had been incurred by virtue hereof, before such permission, and subject also to such forfeitures and liabilities and the deduction of all such costs and expenses as shall or may, by the decision of the Chief Engineer, have been incurred after such permission, by reason of the non-completion of such work within the time herein before specified for its completion, or by reason of the breach by such Contractor of any of the stipulations contained in this Contract, or in the annexed Specifications.

Seventeenthly, That the part of the first part shall not hire any men that may be in the employ of, or have been discharged for misconduct from any other Section of the work, unless by consent of the parties who discharged them. It is likewise distinctly understood that the Contractors themselves will make such arrangements as shall establish a uniform rate of wages throughout the works, and that such arrangements shall not be departed from except by a majority of the other Contractors.

Eighteenthly, That the said part of the first part shall pay all labourers in employ monthly ; and in case of failure of the part of the first part so to do, the said Commissioners shall have full right and authority to retain in their hands, for the payment of the workmen employed by the said part of the first part, on any work hereby contracted for, such an amount of any monthly estimate as the said Engineer may

may report to be requisite for that purpose. And the said Commissioners may adopt such measures for the disbursement of such retained money as they may consider the most judicious for the interest of all parties concerned.

Ninetiethly, It is hereby also expressly conditioned and understood that the Governor in Council may suspend the progress of the said Works hereby agreed for, or any part thereof, according to the provisions of Act of Assembly 19 Victoria, Cap. 15, intituled "An Act to authorize the construction of Railways in this Province." And in case the execution of this Contract shall be suspended as aforesaid at any time, and for any cause, no claim for prospective profits on work not done shall be made or allowed; but such an allowance for actual expenses incurred as the said Commissioners, upon the report by the said Chief Engineer, may deem fair and reasonable, which amount, when settled by the said Commissioners, shall be conclusive upon all parties; but the part of the first part shall have the right to complete the work when the part of the second part shall order it to be resumed.

IN WITNESS WHEREOF,

SPECIFICATION FOR WORKS.

This Specification comprehends all works and every operation necessary for the formation of the Line of Railway, as a Single Line of Way from Station shewn on the Drawing, No. on the General Plan to Station also shewn on the Drawing, No. on the Plan (with the exception of Tracklaying and Ballasting the Permanent Way, which is not included in the present Contract,) and includes all diversions of Roads and Streams, and the completion of all Bridges and Masonry, and the maintenance of all the works, exclusive of Permanent Way, for twelve calendar months after the works have been finally delivered over and accepted.

The accompanying Drawings referred to in this Specification and in accordance with which the Works are to be executed, are in number, as hereafter particularized; and they are strictly to be attended to in the execution of the Works, with the particulars and description thereon, as well as such explanatory or detailed Drawings as may be furnished by the Engineer during the progress of the Work.

The Works included in this Specification are to be undertaken for a lump sum of money, the details and prices of which, based upon the quantities given on the Plans, to be stated in the Schedule; and it is distinctly to be understood that each item is to be monied out at a fair and reasonable rate, and the prices for additions and deductions and extra work, is also to be filled up; failing in either of these particulars the Tender will not be recognized. Should any alteration, addition, variation, or diminution, be made to, in, or from said Works, or should other Works be substituted for those shewn or specified by order of the Engineer, then such altered, additional, varied, diminished, or substituted Work, to be measured by the Engineer and to be valued by him at the prices quoted in the Schedule annexed to the Tender; or if there be no prices applicable in the said Schedule, then the price to be fixed by the Engineer; and in all such cases the amount or value thereof to be added to, or deducted from the lump sum tendered, as the case may be.

The Engineer will set out the work and carefully stake out the centre line and half widths upon the ground at every fifty feet, and mark the cuts and fills upon the stakes, after which the Contractor must be responsible for the correctness of the alignment and gradients, as no allowance will be made for errors by reason of the Works being out of line or level, and the whole must be delivered over finished and complete, in accordance with the Plans and Sections.

Entire changes in the location of the Railway with a view of perfecting an alignment of the same, together with variations in the grade line, may be made by the Engineer, and no extra allowance beyond the additional measurement (if any) shall be claimed therefor.

The length of any Section may be increased or diminished by the Engineer if he consider the same necessary or expedient for the benefit of the work.

The

The quantities marked upon the Section whether of excavation or embankment, are deduced from cross section measurement taken upon the ground, which has been tested with numerous pits; also an allowance of ten per cent is made upon the actual cubic measurement of the embankment for shrinkage. The Masonry also has been carefully calculated and is in the opinion of the Engineer correct. These quantities are guaranteed to be correct, but should any considerable excess or deficiency arise, a corresponding addition or deduction will be made.

The various Works are to be executed according to the accompanying Drawings. These Drawings are supposed to be correct, but the Contractor must satisfy himself on this point by taking and testing the levels, or by any other means, as no allowance whatever will be made on the ground of any mistake.

If in any case it should happen that the dimensions written or described on the drawing do not correspond with measurements taken by the scales, the Engineer in all such cases is to be the sole judge which of the two is correct, and to be taken, and the work is to be executed according to his decision.

The ground occupied by and set apart for the Railway, is to be cleared for a distance of fifty feet each side of the centre line of all buildings, timber, fences, stumps, bushes, logs, brush, and other vegetable matter, which are to be removed to such places as the Engineer may direct; the buildings, crops, and fences to remain the property of the Commissioners; the loose brush, rotten logs, and other materials liable to catch fire, for a further distance of ten feet, or sixty feet each side of the centre line, are likewise to be brought out to it and burned, and in no case will they be allowed to be cast back on the adjacent land.

The trees, stumps and bushes, to be cut close to the surface of the ground, removed, and piled upon the centre line, and the whole burned or otherwise got rid of as the Engineer shall direct. No grading of any kind shall be commenced upon a Section until the clearing is finished to the satisfaction of the Engineer.

Where embankments are less than two feet in height, all stumps, large roots, and other vegetable matter must be thoroughly grubbed out and burned as specified above.

All vegetable or loose earth which may be unsuitable for embankments must be removed, and no stumps, logs, or other perishable material, shall be placed in the embankments. Should peat or any other materials be found in any of the excavations which the Engineer may deem unfit to be used in embankments, it must be carried to spoil, and any deficiency which may thereby be occasioned must be provided for by the Contractor at his own cost.

In excavating the cuttings and forming the embankments the Contractor must strictly adhere to the depths and heights figured (or drawn) on the longitudinal Section, and form the slopes and width of road-bed in accordance with dimensions marked upon the Section, unless where otherwise ordered by the Engineer.

In carrying on the embankments due allowance must be made for settlement, and sufficient width at all times maintained that no additions to the side of any Embankment shall at any time have to be made, and when by reason of side-lying ground the Embankment may have a tendency to slip, proper Benchings shall be cut according to the directions of the Engineer to receive the embankment.

The road generally will be graded for a single Track, excepting at Stations, Turn-outs, and similar places, which shall be graded wider if required by the Engineer. The width of the Line generally, at formation through all Cuttings is to be thirty-two feet, and on all Embankments twenty feet in the clear, when finished and delivered over, as shewn in the Cross Sections. On sidelong and sloping ground, the cuts in all cases will be excavated thirty two feet in width on formation, twenty feet from Centre on the upper, and twelve feet from Centre on the lower side. Where the Embankments are in excess, the Excavations will be taken out thirty five feet in width at formation level, if required by the Engineer. The Centre of the formation will in all cases be raised six inches higher than the sides, and the whole finished and ditched in accordance with the respective Cross Sections for Cuttings and Embankments, as shewn in Drawing, No. Figures at the end of this Specification.

Such variations in the width of Excavations and Embankments, Slopes and dimensions of the Side Drains to be made as the Engineer shall from time to time direct.

All Earth excavated from Road-bed is to be carried into Embankment, unless otherwise directed by the Engineer, the surplus material to widen the Embankments regularly, or form Double Track Embankment; and where there may be a deficiency of material, the Excavations will either be regularly widened all through, or an even and regular ditch of sufficient capacity to furnish the deficiency of earth required will be staked out by the Engineer and excavated by the Contractor upon one or both sides of the Railway. No borrowing pits of any kind will be allowed unless especially ordered by the Engineer in writing.

The surplus Earth from excavations not carried into Embankment shall be deposited in a regular manner upon one or both sides of the Excavation, with regular slopes, as the Engineer shall direct, and so arranged as to convey the drainage or falling water from the Railway, leaving a space or berm of not less than six feet in width between the same and the outside line of the slopes of the Excavations, as shewn in Drawing No.

As soon as part of an Embankment has been tipped, the Contractor shall trim and form such portions of the same as shall be directed by the Engineer, in order to enable him to judge of the proper allowance necessary for settlement and other causes.

All Embankments and Excavations required for Road and Farm Crossings, and Bridges, shall be completed by the Contractor.

In case the Engineer shall determine to obtain any earth from Side Cuttings, the Contractor must execute such side cuttings wherever directed, and in such form and to such depth and extent as the Engineer shall determine, and shall dispose of the earth as directed by the Engineer.

The bottoms of the Cuttings to be trimmed truly to the form shewn on the Cross Sections for the purpose of draining the water from the surface into the side drains and ditches to be formed at the bottom of all Cuttings and Embankments, and along the tops of slopes in Cuttings of not less dimensions than shewn in the Drawings, and as much larger as the Engineer shall direct.

The Contractor is to keep all the Cuttings free from water, and to construct all such water courses and drains as may be necessary to preserve the slopes from injury by the action of water during the progress of the work or during the time of maintenance.

The description above given as to the Cuttings and Embankments shall equally apply as to manner of work, to all cases of Bridges, Approaches, Diversion of Roads and Occupation Roads, or to any other purpose of a similar character, and to every other matter and thing as above specified, or that shall in the opinion of the Engineer be needful for the proper execution of the Work.

In carrying the Embankment over any Bridge or Culvert which is to be covered thereby, care must be taken, by the use of a temporary bridge or staging, to have the Embankment brought up equally on both sides of such Bridge or Culvert, and carefully punned in layers not exceeding six inches in thickness, so that the weight of the earth may be brought equally upon each side thereof at the same time; and should any injury or derangement arise to any Bridge or Culvert, the Contractor will be required to make good the damage, or rebuild it at his own expense to the satisfaction of the Engineer.

Before the Road is considered finished the Embankments and Excavations must be neatly trimmed, and the whole surface made to conform accurately to the given widths and slopes and plane of graduation.

It is distinctly stated that no Permanent Materials will be allowed to be used in carrying on the Works, but that the Contractor is to provide at his own cost all requisite Plant and materials, including temporary Rails, Bridges, Coffor Dams, Crossings, Roads, Water Courses, and Drains, for keeping up communications and drainage during the progress of the Work.

The Contractor is to take upon himself all risks and contingencies whatever, that may arise in respect of the Works. He is to replace and make good at his own cost any work which may fail from whatever cause, whether from bad workmanship or materials, or from slips, slides, or freshets.

The Blasting of all Rocks during the progress of the Work shall be entirely at the risk of the Contractor, and all damages occasioned thereby, or any injury done by him
or

or his workmen to the crops, fences, buildings, or other property of the adjoining land owners or occupants, in any way whatever, shall be paid for by him.

Public or private Roads which intersect the Line of Railway shall not be obstructed by Excavation or otherwise, until direction shall be given by the Engineer for completing the Road across the same, and convenient passing places or crossings shall be kept open for the accommodation of all having occasion to use them during the progress of the Work.

Public or occupation Roads across the Railway shall be not less than twenty feet in width. Between the Rails, and over the side ditches of the Railway, they shall be planked with merchantable Spruce Deals, not less than fifteen feet long and three inches thick, which shall be well spiked to the cross sleepers.

Two Cattle Guards, five feet in width and three feet in depth, and two open Culverts, two feet in width, to pass the water along the Railway ditches, composed of Dry Rubble Masonry, shall be inserted at every such Crossing.

The Approaches, if sunk, shall be built in accordance with Drawings, No. The width of the Road bed, (if sunk,) shall be twenty feet in the clear, with a ditch on each side, six feet wide at the top, one foot six inches wide at the bottom, and one foot six inches deep. If raised, it shall be twenty four feet wide on the top. In either case the Cross Section of the Road must be raised or barrelled in the middle ten inches, and the longitudinal slope or grade is not to exceed one foot vertical to twenty feet horizontal; also the side slopes of the Cuttings and Embankments are not to be less than one and a half to one.

All Road Diversions will be located hereafter by the Engineer, and they shall be evenly graded with no longitudinal slope exceeding one in twenty.

The Road-bed in such Diversions, shall be graded twenty feet wide on the surface between the ditches, and barrelled in the centre ten inches; the ditches on each side shall be not less than six feet wide upon the surface, one foot six inches deep, and one foot six inches wide on the bottom, and so arranged as to draw all the water off the Road and discharge it through the Culverts which shall be inserted at proper intervals under the Roadway.

When the diversion is of considerable length and runs parallel to the Railway, the same number and description of Culverts shall be in the diversion as are in the Railway between the same common points, and they shall be inserted at such levels as will completely dry the ditches. When from the nature of the ground it is necessary to go into Cuttings or Embankments to preserve the inclination, the side slopes shall be made not less than one and a half to one, and neatly dressed.

After the grading has sufficiently settled, the surface of the Road shall be covered over for a width of twelve feet in the centre with twelve inches of clean gravel or broken stone in cubes of not more than two inches square, and the whole shall be neatly finished in accordance with Drawing, No.

The Works are to be carried on under the direction of the Chief Engineer, and such resident and Assistant Engineers and Inspectors as he may appoint, and they are to be executed in all respects to his entire satisfaction; and his decision on all questions relating to the Works, or to the construction and meaning of this Specification, or of the accompanying Drawings, or of any Drawings that may be furnished at any time to the Contractor, is to be final and binding on all parties.

As a check to the monthly estimates, it is distinctly understood and agreed, that the Contractor is required to return to the Engineer, at the end of every month, true Bills of the total quantity of work done, and materials furnished by him up to that time, before any payment will be made. These Bills shall include all extra work, labour and materials, (if any) done and furnished up to the date of the estimate; failing so to do, payment of extras shall be discretionary with the Commissioners.

For the simplification of the monthly measurements, it is understood that the various kinds of Excavation will be classified under two heads, viz. Earth, and Solid Rock, and paid for as such. Earth, comprising all material of every kind except solid rock. Solid Rock, comprising all rock in places which requires blasting, and all detached stones or isolated masses measuring more than five cubic yards.

Every description of material required to be raised and removed in forming the Road bed, is to be estimated as Excavation, and the quantity ascertained by measuring, either

either in Excavation or Embankment as the Engineer may determine, making such allowance in measuring Embankments for shrinkage as he may deem proper.

EXCAVATION FOR FOUNDATIONS.

The Excavations for Foundations of all Bridges, Culverts, Walls, or other Masonry, shall be made of such a depth and of such dimensions as the nature of the ground will require, the Engineer to decide in this respect without reference to the Drawings; but whatever the depth may be, no extra allowance will be made in that respect, and no work shall be commenced in any such Excavations, until the Engineer shall have inspected and approved of the same. The Excavations, during the progress of the work, to be kept entirely free from water by pumping or otherwise, and the earth arising from such excavation to be placed in the Embankment, or other part of the work, as the Engineer may direct; and in case no such depository can be found, the Contractor to remove the same from the Work entirely. When the erection, whatever it may be, is completed, the Foundations are to be filled in and punned round and about the Masonry, and the top smoothly levelled and made good to the satisfaction of the Engineer.

MASONRY.

The Masonry will be classified under eight heads, viz. Ashlar Masonry, first class laid in Cement, Dry Rubble Masonry in Abutments, Rubble Masonry in Cement, Rubble Masonry in Lime, Ashlar Masonry in Arches, Rubble Masonry in Arches, Dry Rubble Masonry in Culverts, and Rip Rap or Bank Paving.

All Masonry will be estimated and paid for in the monthly estimates, by the yard of twenty seven cubic feet.

ASHLAR MASONRY.

Ashlar Masonry, first class to be laid in the best quality of approved fresh Newark, or Rosendale cement, and clean sharp sand, mixed in such proportions as the Engineer shall direct.

All the stones to be used in this class of Masonry must be of the best ledge or split stone, of large and suitable size and of good quality, and well adapted for substantial and durable structures, and in all respects such as the Engineer shall approve. Each stone must be dressed fair on the beds throughout, the joints to be dressed square back from the face not less than nine inches, and to have chisel drafts up the arrises. To be laid in courses at least twelve inches in thickness, and so that there shall be one Header to every Stretcher, and so arranged with each other and with the backing as to make a good bond throughout.

The Headers must have at least two and a half times as much bed as face, measuring from the face towards the interior, and not less than two feet long on the face. The Stretchers must have a breadth on the bed at least once and a half the height of the course, and not less than eighteen inches, and they shall in no case be more than six feet in length, and the joints must overlap at least nine inches, the beds must be rectangular, being as long on back as face, as no trapezoidal shaped stones will be allowed.

Great care must be taken to have all the beds dressed to accurate planes; the face work quarry dressed and brought to the required lines. No pinning of any kind shall be permitted in setting any part of the work. Each stone shall be set in a full bed of mortar, and beaten solid; each course must be well and carefully grouted; all the strings and copings to be chisel dressed on the face. The filling in between the Ashlar and Bond stones of Piers, and backing of Abutments, shall be of large flat bedded stones, and no stone to be less than six inches thick, nor more than two thickness of stone to make the height of the course. The beds to be punched off so as to have a good bearing on the stone below, and in all cases the stones to be laid on their broadest beds, and they must bond at least six inches with the Ashlar work and with each other. If any levelling is necessary upon the upper bed it shall be done before the next course is laid upon it. And each course of backing shall be cut down level with the face work. At least two thirds of the upper bed shall be of full thickness of course, so as to give the next stone a firm bearing upon it, and no levellers or spalls shall be allowed under a stone that will raise it from its bed. There are to be

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be Headers in the backing midway between those of the face. When the walls are not more than three feet thick, the bond shall be in one stone three feet long, so as to pass through the wall to back and front. When the walls are of greater thickness than three feet, as in Piers or Abutments of Bridges, the Header shall be not less than three feet in length, and put in alternately in the front and back of the wall. The course above to have large stones crossing the joints of the bond stones, so as to give effectual bond. When the work is finished it is to be neatly pointed at a proper season of the year.

RUBBLE MASONRY IN BRIDGE ABUTMENTS.

Rubble Masonry in Abutments to be of large flat bedded stones of good size, not less than one foot rise, and containing at least six cubic feet, the bed being at least twice the rise. The whole shall be laid in horizontal beds in irregular courses, free from pinners, the beds being punched so as to insure an equal bearing throughout. The joints not to exceed three quarters of an inch; the verticle joints to be squared from the face nine inches, and the horizontal joints to overlap one foot. The Header shall be not less than three feet in length, and laid alternately in back and front of the wall. The coping and steps to the wings to be of stone, split to dimensions, with squared joints and edges, and carefully bedded. Great care must be taken to effect the best bond, and make the closest and neatest work.

ARCH MASONRY.

Arch Masonry, whether in Ashlar or Rubble, shall include Arches only. The Ashlar Arch Stones must be of the full depth or thickness of the Arch and worked on the radial joints to three eighths of an inch; they must be not less than two feet in length, and must break joints not less than nine inches. They must be of good, sound durable stone, and laid in a full bed of mortar, of the best fresh Newark or Rosendale Cement.

In Rubble Arches, the stone must be of the full depth or thickness of the Arch, and rough hammered to fit the radial joints without the introduction of pinners. No stone to be less than one foot long, and they must all bond or break joints with each other at least six inches, and be laid in a full bed of Hydraulic Cement. The joints whether of Ashlar or of Rubble must be brought in line with the radius of the curve of the Arch.

ARCH CULVERTS.

The Culverts will be built upon the site that shall be set out by the Engineer in charge of the work, and exactly in accordance with the lines and dimensions of the accompanying Working Drawings, No. All the stone used in the Culverts to be good and sound Free or other Stone, that shall be approved of by the Engineer.

FOUNDATIONS.

The ground to be excavated to the depth and of sufficient width to allow of the Masonry being put to its full dimensions, as shewn upon the drawing.

The Footing Courses shall be of large, flat bedded stone, hammer scabbled, the upper beds rough punched, and laid solid, at the depths shewn upon the Plan. No stone shall be less than six inches in thickness, nor of less area of bed than nine superficial feet. The rest of the Foundation Walls to the under side of the Invert, shall be of good, sound, flat bedded Rubble, not less than four inches in thickness and three feet area on the bed, to be laid dry.

INVERT.

The Invert to be of Ashlar, laid in Cement, one foot deep, and neatly punched on the beds and joints, and pitched off square on the top and bottom, the joints not to exceed three eighths of an inch, each stone to be dressed to the proper radius, set in a full bed of Hydraulic Cement, and well grouted. No stone to be less than two feet long, and to break joints nine inches.

SKEWBACK.

The Skewbacks to be of dressed Ashlar, of the form and dimensions shewn upon the Drawings, and no stone to be less than two feet in length.

ABUTMENT WALLS.

The Abutment Walls to be block in course, neatly hammer dressed, no stone to be less than seven inches in thickness and eighteen inches in length, and to have three times as much bed as rise, measuring from the face toward the interior of the work. The beds to be carefully dressed throughout, the joints not to exceed three eighths of an inch. The joints must be dressed back square at least nine inches from the face, and must overlap nine inches.

BOND STONES.

Through Bond Stones not less than twelve inches thick, eighteen inches wide, and not less than three feet long, are to be put in every superficial yard of face.

BACKING OF ABUTMENTS.

The Backing of the Abutments to consist of large flat, bedded stone, not less than three feet area on the bed. The greatest care must be taken to effect the best bond with the face work, and to make the closest and neatest work. The whole must be laid solid in lime mortar and brought up to a level with every course of the face work.

ARCH STONES.

The Arch Stones to be of Ashlar, of the full depth of bed, as shewn upon the Drawing, and no stone shall be less than two feet in length and nine inches thick on the soffit. The thickest course to be laid at the springing of the Arch and gradually decrease to the crown. The key stone to be twelve inches thick on the soffit. The beds of each stone to be fair dressed to the proper radius, and the end joints squared to full depth of bed. The faces to be pitched off to a line and rough punched; all the stones to break joints at least twelve inches; and no joint shall be more than one quarter inch. No pinning of any kind will be allowed in setting. Each stone to be set in a full bed of Cement and beaten solid. The voussoirs or ring stones of the Arch to be neatly pitched off, and to have a two inch arris draft around the edge of the extrados and intrados, and along the joints.

WING AND END WALLS.

The Masonry of the Wing and End Walls to be of the same character as specified for the abutments; they will be built exactly as shewn upon the Drawing. The stones in this work must be not less than eighteen inches long, and one half of them must extend completely through the walls.

COPING.

The Coping to Wings and Entrance to be the full thickness of the walls, projecting three inches over the face, and to be in stones not less than three feet long, neatly pointed and pitched to a line.

All the face work to the thickness of two feet to be laid in Cement, and the remainder of the Masonry in good Lime Mortar, grouted solid at every one foot in height.

PUNNING.

The Earth to be carefully punned in layers of not more than six inches at a time to ten feet in height above the crown of the Arch, and descending each side on a slope, of not less than one and a half to one to the surface, each side to be carried up simultaneously.

BRIDGES.

Small Bridges under the Railway shall not exceed spans of thirty feet, they shall be built in accordance with Drawings, Nos. The Pilasters and Quoins shall be hammer-dressed rough Ashlar, with chisel-drafts up the arrises. The face of abutments and wing walls shall be best coursed Rubble, the courses to correspond with the Ashlar in the Quoins and Pilasters. The whole to be faced in Cement to a depth not less than two feet, and the backing laid with Lime Mortar well grouted. The coping on the Road Bridges to be tooled Ashlar.

The Bridges over the Railway shall be built generally in accordance with the Drawings, Nos. upon two piers placed upon the outside of the ditch. They shall be of snecked Ashlar laid in Cement.

All footing Courses shall be of large flat bedded stones, hammer-scabbled; the upper beds to be well jointed and laid solid at the depths shewn upon the Plan. No stone shall be of less dimensions than nine superficial feet (unless they are closers) and of the thickness shewn upon the Drawings.

CULVERT MASONRY.

Culvert Masonry will include all Cattle Passes, open Culverts, and Box Culverts, with their walls, covering, coping and paving; also all bank sustaining walls, and will all be built in accordance with the Drawings, Nos. The stones will not be less than four inches thick, and three feet area on the bed. They will be rough punched or scabbled on the beds throughout.

Square or Box Culverts will be of Dry Rubble Masonry, they will be from two to four feet span, and from three to four feet high, the thickness of walls varying according to circumstances. The stones of which they are built must be strong, durable and well shaped, and laid in such a manner as to form a perfect bond throughout. One third of the stones shall be of sufficient length to extend completely through the walls where they do not exceed three feet, where the walls exceed three feet the headers shall be not less than three feet in length, and put in alternately in the front and back of the wall. The top courses shall be composed entirely of bond stones, extending throughout the walls, and not less than six inches in thickness. The covering shall be of large flat stones, nine to fifteen inches in thickness, as the Engineer shall direct; they shall be fitted so closely together as to prevent the earth of the embankment from running through into the Culvert. The quoins of all walls shall be not less than three feet long and nine inches thick, and either laid up plumb or stepped regularly back to suit the proposed batter. The foundations shall be paved with flat stones in a similar manner to that described above for Arch Culverts. The end walls will be of rough hammer dressed Masonry, with regular coping of two and a half feet wide, not less than six inches thick, projecting three inches over the general face of the wall, and laid in a full bed of Cement mortar. Culverts of the above description are to be built, if required, with one or more openings with a pier wall or walls between them. After the Work is accepted the earth is to be carefully punned in layers of not more than six inches at a time, to a height of three feet above and around the top and sides of the Culvert, as shewn on the Drawing, No.

RIP RAP.

Under the head of Rip Rap will be included the bottom ballasting of the Embankments; the under-pinning in Culvert foundations as well as the aprons of Culverts; likewise the coating of the sides of the Embankments with loose stones and brush to protect them from washing, and such coatings shall be placed two feet in thickness, (measuring at right angles to the line of slope,) along the slopes of all Embankments that are below extreme high freshet level.

CEMENT AND LIME MORTAR.

Cement shall be of the best quality of fresh Newark or Rosendale Cement, in papered barrels, and approved of by the Engineer, and shall be mixed with an equal measure of clean sharp approved sand, or in such other proportions as the Engineer may determine, and only prepared as required for immediate use.

Lime Mortar shall consist of the best lime in the Province, to be approved of by the Engineer, and mixed with clean sharp approved sand, in the proportion of two measures of sand and one of lime, or in such other proportions as the Engineer may determine. It shall be well mixed and thoroughly ground in a mortar mill that will be furnished by the Government, and tempered with a proper quantity of water, and only made as required for use.

Mortar in all cases to be prepared under the immediate direction of the Inspector, by labourers employed by the Contractor; or the Inspector may employ other men to mix it and charge their wages to the Contractor, which amount shall be deducted from the monthly estimates.

None but competent Masons to be employed in laying walls of any kind.

The prices per yard for Masonry shall include the cost of all Coffers Dams, the pumping and bailing of water found in the pits, both before and after the foundations are

are prepared ; (furnishing artificial foundations will be extra, except when they are delineated upon the Plans ;) also the scaffolding, centering for arches, and the preparation of all roads that may be required in order to transport the stones and other materials to the Work.

All the materials that are to be used in Culverts and Bridges must be examined and approved of by the Engineer, or such person as he may appoint, and those considered unsuitable must be immediately removed to such distance as may be deemed necessary, in order to prevent them from being used in the Work.

No Masonry shall be commenced without orders from the Engineer, or before the foundation has been inspected, or covered up before being inspected and approved. The Contractor will be required to have an approved Derrick on the Work before he will be allowed to commence Masonry of any kind.

The proportions and dimensions of the several parts of the Culverts, and Bridge Abutments will be represented on the Plans.

No Masonry shall be laid in Mortar, unless by special direction, between the first day of November and the first day of April.

TIMBER AND WORKMANSHIP IN BRIDGES AND VIADUCTS.

All Bridges and Viaducts shall be built exactly as shewn on the respective Drawings. The timber work in Viaducts and Road Bridges, over and under the Railway, shall be of the best Saint John White Pine, with the exception of the Centre Stringers under the Rails, which shall be of the best Southern or Savannah Pine, and of sufficient lengths to extend over two spans so as to break joint. All the timber shall be free from sap, heart shakes, bad knots, or any unsoundness whatsoever.

It shall be all neatly planed exactly to the dimensions shewn on the different plans, and the workmanship throughout must be of the best description of carpentry, good, sound, firm, and well bolted, and such as shall be approved of by the Engineer. It must be painted with three coats of oil paint of an approved colour.

The upper surfaces of all the Viaducts and Bridges under the Railway shall be covered with Warren's improved Fire and Waterproof Roofing.

WROUGHT IRON WORK.

All wrought Iron, in plates, bolts, nuts, straps, cramps, bars, keys or wedges, or made use of in any other form or manner whatsoever, in any of the Bridges or other Works, is to be of the best Pembroke Iron, or such other description of Iron as shall in the Engineer's opinion be of equal quality. The greatest care must be taken in any welds that may be required, to ensure perfect soundness, and all other workmanship, whether forging or fitting up, must be of first rate quality.

The heads of all bolts must be forged in one with the bolts, and must be as thick as the bolt is in diameter ; all nuts must also be of the same thickness as the bolt is in diameter, and the thread both of nuts and bolts must be well and deeply cut, and must be of such quality as the Engineer shall approve.

SLEEPERS.

Sleepers will be furnished by the Contractor, they shall be of Hacmatac, Pine, Hemlock, or Cedar, the respective prices of which to be stated in the Schedule. They must be exactly nine feet long and six inches thick, and smoothly and evenly hewed to a uniform thickness with two parallel faces, which shall not be less than eight inches wide upon the narrowest part.

The Hacmatac and Pine may be sawed out of large timber, but the Hemlock and Cedar Sleepers must be hewed out of green straight thrifty timber, just large enough to make one Sleeper. The whole to be sound and merchantable, entirely free from shakes, crooks, bad or rotten knots, or any unsoundness whatsoever.

For more full and perfect explanation of the form and dimensions of materials and parts, and of the manner of constructing the works, it is understood that detailed Plans and Specifications, with Bills of Timber and Iron, will be furnished from time to time by the Engineer, who will also give such directions from time to time during the progress of the work, as may appear to him necessary and proper, in order to make all the work in every respect complete and perfect ; and the said Plans, Specifications, Bills of Timber and Iron, and directions, shall in every respect be complied with.

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The Fencing on each side of the Railway is to be of Poles as shewn in Drawing, No. or of boards, built with posts and T's, as shewn in Drawing, No. 7. The posts are green cedar, five by five inches, and five feet long. The T's are six by six inches, and seven feet long; they are spiked together at the dovetail with a seven inch spike, and further secured with half inch iron bolt, dogged into both post and sill, as shewn on the Drawing, the point or return part of the dog being six inches in length and clinched on the end to prevent its being withdrawn. The T's are placed eight feet apart from centre to centre, and such a distance above or below the level of the surface of the ground, and at a uniform distance of fifty feet from the centre line, so as to make the Fence uniform and symmetrical, as no crook or sudden rises and falls will be permitted. The boards must be of good sound merchantable spruce, sixteen feet in length and one inch thick, and of the uniform dimensions shewn upon the Plan, being of the respective widths of five, six, seven, and eight inches, and breaking joints on alternate posts. There will be a cap board six inches wide and sixteen feet long, spiked along the top of the posts, and a face board six inches wide and five feet long, spiked on the face of each post. All the boards to be well and carefully nailed with two twelvepenny nails at each crossing of the posts, and two nails in the butt of every board.

No Grading is to be commenced or farm fence taken down between the first of May and the first of November, until the permanent fence on both sides of the Railway has been erected. When Grading has been commenced the previous Winter, the permanent Fencing must be completed before the first of May. The Contractor will be held responsible for all damage sustained from want of Fencing, or from injuries done to crops by labourers in their employment.

The whole of the above specified Works to be executed in a substantial, faithful, and workmanlike manner, and to the entire satisfaction of the Chief Engineer, and subject to the constant supervision and inspection of such persons as he may appoint to superintend the same, and to be delivered over finished and ready for use on or before the first day of June, eighteen hundred and sixty.

ALEXANDER L. LIGHT, *Chief Engineer.*

EUROPEAN AND NORTH AMERICAN RAILWAY.

NEW BRUNSWICK.

Tender for Work, Section No.

SUSSEX DISTRICT.

the undersigned hereby propose and agree to complete the Railway commencing at Station No. and extending to Station No. as shewn on General Plan, Drawing No. being a distance of Four Miles, Yards, or thereabouts, more or less, according to the Plans, Sections, and Specifications, as now exhibited to in the Engineer's Office, Saint John, comprising Clearing, Grubbing, Fencing, Excavation, Embankments, Drains in Cuttings, Drains on the top of Slopes of Cuttings and foot of Embankments, Diversion of Roads and Streams, build Culverts and Bridges, erect Temporary Bridges and make Temporary Diversion of Roads where required, and to do all other labour and work connected therewith, (with the exception of Track laying and Ballasting the Permanent Way,) in accordance with the Centre Line, Reduced Levels and Inclined Planes, Cross Sections and Bench Marks, as shewn on the Plans; and to keep the same in repair for a period of twelve months after the completion of the whole of the Works included in this Contract; to provide all the necessary materials, tools, implements, &c. that may be required for the due fulfilment of this Contract, for the sum of £

hereby undertake to execute the Contract Deeds prepared by the Railway Commissioners, within fourteen days from the date hereof. WITNESS
hand this day of one thousand eight hundred
and fifty eight

DETAILED ESTIMATE AND SCHEDULE.

N. B.—The following quantities and prices are the details of the above Tender, upon which the Estimate is computed, and the prices attached are those at which all Extra Works, Additions to and Deductions from the Contract Amount shall be made.

Quantities.	Description.	Prices.		Am't.	
		£	s. d.	£	s. d.
" Miles Grubbing and Burning, @
" Rods Board Fencing, as per Drawing No. 3, @
" " Pole " " " " @
" Cubic Yards Earth Excavation put into Embankments, including	} @
Trimming the Slopes,	
" Cubic Yards Solid Rock Excavation, whether laid aside for Rip Rap,	} @
or put into Embankment,	
" Lineal Yards, Catch Water Drains, @
" Cubic Yards, Dry Rubble Masonry, in Culverts, as per Drawing No. 5, @
" " Rip Rap, in Culverts, as per Drawing No. 5, @
" " Rip Rap to Embankments, @
" Miles Trimming and Dressing Formation and Ditches, exclusive of	} @
Section measurement, as per Drawing No. 3,	
" Amount, Road Crossing, at Station 490, Embanked Approaches, Level	}
Crossing and Cattle Guards, as per Drawing No. 8,	
" " Road Crossing, at Station 536, Embanked Approaches, Level	}
Crossing and Cattle Guards, as per Drawing No. 8,	
" " Diversion, Salmon River, Station 597 to Station 619, as per	}
Drawing No. 13,	
" " Bridge, 15 feet span, at Station 599, as per Drawing No. 7,	}
" " Bridge, 15 feet span, at Station 615, as per Drawing No. 7,	
" " Diversion, Stone's Brook, Station 619 to Station 689, as per	}
Drawing No. 13,	
" " Removing Sodds off Seat of Embankment and Sodding Slopes	}
of same 12 inches thick, from Station 590 to Station 660,	
" " Road Crossing at Station 659, Embanked Approaches, Level	}
Crossing and Cattle Guard, as per Drawing No. 8,	
" " Timbering and Brushing Seat of Embankment 3 feet thick,	}
from Station 478 to Station 512,	
" " Timbering and Brushing Seat of Embankment 3 feet thick,	}
from Station 530 to Station 541,	
Total Amount,		£	£		

Prices at which the following will be executed, if required.

Quantities.	Description.	Prices.		Am't.	
		£	s. d.	£	s. d.
" Rubble Masonry in Culverts—in Cement,	at per Cubic Yard,	...	...	...	...
" " " in Arches,	" "	...	...	...	...
" " " in Bridge Abutments, laid Dry,	" "	...	...	...	...
" " " in " " in Lime Mortar,	" "	...	...	...	...
" " " in " " in Cement,	" "	...	...	...	...
" Ashlar Masonry, first class, set in Cement,	" "	...	...	...	...
" " " in Arches,	" "	...	...	...	...
" Papered Barrels Fresh Newark or Rosendale Cement, delivered upon	} at per Barrel,	...	...	...	...
the Work,		...	...	...	...
" Greenhead Lime, delivered upon the Work,	at per Hogshead,	...	...	...	...
" Bridge Tops, for openings from 15 to 30 feet, (No. 1 Pine Timber,	} at per Cubic foot,	...	...	...	...
fixed,) as per Drawings No. 6 and 7,		...	...	...	...
" Best Pembroke Iron, in Bolts and Straps fixed,	at per lb.	...	...	...	...
" Spruce Piles, 16 inches top and 10 inches bottom, driven in Founda-	} at per Lineal foot,	...	...	...	...
tions as per Specification,		...	...	...	...
" Spruce Sheeting Piles, 20 feet long, 12 x 7 inches, at per Cubic foot,	...	...	...	...	...
" " Walings, 12 x 6 inches,	" "	...	...	...	...
" Earth Excavation run to Spoil,	at per Cubic yard,	...	...	...	...
" Excavated Stream Diversions, (where required,) and Farm Crossings,	} at per Cubic yard,	...	...	...	...
" " " " " " " "	
" Out fall Drains,	" "	...	...	...	...

Quantities.	Description.	Prices.	
		£ s. d.	Am't. £ s. d.
"	Soiling Slopes of Cuttings and Embankments, 4 inches thick, and sowing the same with Clover and Timothy Seed, at per Sup'l. yd.	...	...
"	Hackmatac Sleepers, delivered on the Line, 9 feet long, flattened to 6 x 8 inches, ... each,	...	...
"	Pine Sleepers, delivered on the Line, 9 feet long, flattened to 6 x 8 inches, ... each,	...	...
"	Cedar Sleepers, delivered on the Line, 9 feet long, flattened to 6 x 8 inches, ... each,	...	...
"	Level Crossings for Farms, as per Drawing No. 8, ... each,	...	...
"	Carriage of Iron Rails, Chairs and Spikes, from Saint John or Moncton. [Freight over Railway free to Sussex or Salisbury,] at per ton,	...	...
"	Single Line Track Laying, including conveying Materials, at per Lineal yard,	...	...
"	Laying Permanent Points and Crossings, including Timber and Carriage, ... at per set,	...	...
"	Ballast, including lead, if found on the Contract, measured in Excavation, ... at per Cubic yard,	...	...
"	Ballast for every additional half-mile lead, beyond the extent of the Contract, ... at per Cubic yard,	...	...
"	Upholding Line for 12 months after the acceptance of the work, at per mile,	...	...

WITNESS hand, this day of one thousand eight hundred and fifty eight.

Names of Sureties who are willing to become personally bound for the due fulfilment of this Contract.

Names of }
Sureties }

SUPPLEMENT TO REPORT OF RAILWAY COMMISSIONERS.

RAILWAY COMMISSIONERS' OFFICE,
Saint John, 8th March, 1859.

To the Hon. the Provincial Secretary,

SIR,—In their Report of 2nd February 1859, submitted to you, the Commissioners endeavoured to furnish all the information on Railway matters that they thought would be required. Being called on, however, in terms of the Address of the House of Assembly to His Excellency the Lieutenant Governor, of 21st February, to supplement that Report, they now proceed to do so, as far as time and circumstances will permit. Some of the details cannot be furnished in the form asked for within a reasonable time, as the classification of accounts adopted, while bringing out the same results, does it in a different form.

In accordance also with the directions of the Government, the Accounts have all been brought up to 31st October, the close of the financial year, and it will not therefore be practicable at this time to give all the details of expenditure asked for up to subsequent periods.

Before proceeding to reply to the questions in their order, the Commissioners think it necessary to a proper understanding of their position, to notice at some length the various circumstances by which their management of the Railway works was, to a considerable extent, governed and modified.

When the Railway came into the possession of the Government in the Spring of 1856, the whole line had been surveyed and located by Messrs. Jackson & Co., from Saint John to Shediac, a considerable portion of the Road built between Moncton and Shediac, and some work done on the Road between Saint John and the Kennebecasis.

On referring to the Report of the Chief Engineer, and to the Specification of Messrs. Jackson & Co., and the Specification on which the Railway is now being built, it will be

be observed that there has not only been an entire revision and change of location, but that the whole character of the Road is altered and improved. Curves have been straightened out, gradients lessened, embankments and cuttings widened, culverts of stone, and earthen embankments, substituted for wooden bridges, and the quantity of earth excavation on the line, the governing point as to the quality and cost of a Railway, has been increased by nearly one third.

The difference therefore between what the Road might have been built for on the first specification and location, and what it will now cost, will be as follows:—

Cost of present Road per mile,	£8,500	0	0
From which deduct—			
Additional cost of best Staffordshire over Welsh Rails, £240	0	0	
Additional earthwork,	633	0	0
Additional for improved Bridges,	351	0	0
Grading Station Grounds, Saint John,	138	0	0
		1,362	0
			0
			£7,138
			0
			0

Or nearly one hundred and fifty thousand pounds.

There is no information in the possession of the Commissioners, and no records accessible to them to shew on what authority or when this change in the character and cost of the Road was determined on.

On reference to the Contracts for the completion of the Road between Moncton and Shediac, let in August 1856, it would appear that no such change was then thought of, as the specification for these works evidently contemplated a Road similar to that to have been built by Messrs. Jackson & Co., and the estimates were made up accordingly.

Still later in February 1857, when the Road from Saint John to beyond the nine mile house was let, it does not appear that the change was thought of, as the work was let by the original location, and the quantities and estimates founded on the first specification.

The first record of an authority for change is to be found in the Minute Book of the Commissioners, as follows. (The Minute is not dated.)

“ Meeting of the Board.

Present—W. H. Scovil, F. W. Hatheway, Jos. Myshrall.

Read a letter from Chief Engineer, relative to proposed alteration in line of Road, commencing at three mile house, which alteration was approved by the Board.

(Copy of Letter.)

Railway Commissioners' Office, St. John, N. B., 4th May, 1857.

SIR,—Your Letter of the 1st instant recommending an alteration in the line of Railway from the three mile house towards Lawlor's Lake, has been considered by the Board, and they, having also examined the line, advise the alteration as proposed by you.

Respectfully yours,

(Signed)

WM. HY. SCOVIL, *Chairman Railway Board.*

To Alex. L. Light, Esquire, Chief Engineer.”

It does not appear what the extent of the change authorized by this minute was, but as it at least involved a heavy rock cutting, two large embankments and an Iron Bridge, in place of a Road already made on the level, it must have added very considerably to the cost of this expensive portion of the Road.

In June 1857 the Road between nine mile house and Groom's Cove was let, and although the route was changed from Gondola Point to Lakefield, yet otherwise the works were let on the original location. The quantities were, however, in this case calculated on the new specification.

When the present Commissioners were appointed in August 1857, the Road between Moncton and Shediac was about to be opened but was not quite finished. The location had been in some instances revised and altered, the quantities largely increased, and the cost nearly doubled the estimate.

Between Saint John and the nine mile house the grading was nearly completed, and the work near Lawlor's Lake in progress, but all on the revised location and present specification.

The

The work between nine mile house and Groom's Cove had been commenced, although the Contracts had not been signed.

The Contract for Hammond River Bridge, although let in June, had not been signed, and the site of the bridge had not been decided on.

In December, 1857, the portions of Road between Groom's Cove and Sussex, and from Moncton to Salisbury were let on the revised survey and present specification, and in November, 1858, the remainder of the Road between Sussex and Salisbury was let on the same basis.

From the evidence that can be gathered from the Contracts and other written documents, the only conclusion that can be drawn is, that the change in the character of the Road, from the Jackson specification to the present, did not originate at any particular period, but grew with the progress of the work.

On the works let in August, 1856, and February, 1857, change must necessarily have been the rule and not the exception, and from this cause alone a large addition must have been made to the cost.

On the work let in June, 1857, the location has been considerably changed, but as the quantities were ascertained by the new standard, it may be expected that the cost from this cause will not very much exceed the estimate.

On the remaining seventy miles of Road let in November, 1857, and October, 1858, the surveys having been carefully made, the location revised, and the quantities calculated by the new specification, there is no reason to suppose that the cost will exceed the estimate by more than the usual per centage.

From what they have felt it their duty to say, the Commissioners do not wish it to be understood that they desire to impute blame to their predecessors, or to any one, for the state in which things have been found. Their wish has been to place on record, as nearly as they can in words, the whole facts of the case as known to them, in relation to the character of the Road, the changes that have been made, and the cost of these changes, so that the credit or the blame may rest precisely where it ought.

It was also deemed necessary to go thus at length into the circumstances which caused the cost of the finished portions of the Railway between Shediac and Moncton, and Saint John and Kennebecasis, so much to exceed the estimates, as without such explanation it would have been impossible to satisfy the public that the estimates now given, of what the ultimate cost of the works may be expected to be, could be relied on.

In judging of things after they have been done, it is always easy to see where errors might have been avoided. As the present Commissioners, when they took office, had no greater knowledge of Railway management than their predecessors, it is quite likely that they, in like circumstances, would have been led into like errors.

It is now evident that the errors arose from a laudable desire to push forward the work, and from a mistaken idea of economy in not employing before the work was commenced a sufficient number of experienced Assistant Engineers.

Had the character of the Railway to be constructed been first determined, accurate surveys made, and Contracts let accordingly, all the changes that have taken place, and the consequent losses and difficulties would have been anticipated or avoided. The Commissioners cannot help observing, that considering the origin of the difficulties they have had to encounter they might well have been spared many of the charges of mismanagement and extravagance to which they have been exposed.

It must not be inferred from anything that has been said that the Commissioners desire in any degree to impute blame or responsibility for the change in the character or cost of the road to the Chief Engineer, nor does it follow that because there is no evidence of the authority under which the changes were made, that there was no such authority.

In terms of the Railway Act, the Commissioners or those who assume to act for them are entrusted with the construction and management of the Railway, and the Engineer is "to be under the control and receive his instructions from the Commissioners."

The Commissioners feel bound to say that with the knowledge they now have, from the experience they have gained in Railway matters, that they fully approve with but few exceptions of the description of Railway now being constructed, as that calculated to be the best and most economical for the country.

In Canada and Nova Scotia, Railways contracted for and commenced with cuttings and embankments such as ours were to have been, had to be altered and improved at a heavy additional expense, and most of the changes on our Road have therefore been in the direction of what would ultimately have been found necessary.

With regard to the names given to the Stations, the Commissioners take this occasion to explain that at the outset they found great difficulty in deciding on which to adopt of the many names the several localities were known by. For example the site of the first main Station from Saint John was variously known as "the Nine Mile House," "Sheriff Drury's," and "Scribner's."

It was marked as a Way Office in the Post Office Directory as "Kennebecasis Bay."

The Commissioners applied to the residents in that neighbourhood to fix on a name for the future Town or City, but after much cogitation and many meetings no decision could be arrived at.

The Commissioners were therefore in this instance forced to become name givers, and adopted the Indian name of the magnificent sheet of water in the vicinity, namely, "Kennebecasis," or the Little Kennebec.

A similar difficulty met them at each of the other Stations. The next was known as "Wetmore's," "Gondola Point Road," and "Lakefield." The Commissioners adopted the aboriginal name "Quispamsis," or the Little Lake in the Woods. The next locality was variously known as "Little River," "Hammond River," "French Village," and "Alden's." As before, the Indian name of the river "Nauwigewauk," was chosen. And so, in each case the Indian names of the rivers or localities was adopted, unless in one or two instances, where the names "Norton," "Sussex," and "Portage," had become sufficiently established.

Some pains have been taken to get at the correct spelling of the names. The Indian language is not a written one, and therefore the only correct way to spell it is to arrange such a combination of letters, as shall as nearly as possible give when pronounced the requisite sound. The pronunciation of the Indian names in each case has been derived from authentic sources.

The Commissioners will now proceed to furnish the statements and information required, in their order.

No. 1.—"Statement shewing the actual cost of the Wooden Bridge over Robinson's Marsh, (five miles from Saint John,) and the difference between the cost of that Bridge and an earthen embankment; with copies of the Contracts for the Bridge, and for the embankment, if any."

The Chief Engineer reports as follows:—

The following statement shews the actual cost of the Viaduct above referred to, (situate five miles from Saint John,) and the difference between the cost of this structure and an earthen embankment. The Contract made with D. P. Myers, on 17th February 1857, was for "all the work contained in Section No. Two."

Total cost of Earthen Embankment,	£8,954	0	0
" " Wooden Bridge,	5,365	11	2
Difference in favour of Wooden Bridge,	£3,588	8	10

Actual Cost of Bridge.

"PERMANENT FOUNDATIONS AGAIN AVAILABLE."

126 cubic yards Ashlar Masonry, at 80s.	£504	0	0
87 " Rubble do. 16s. 6d.	71	15	6
Cost of Piles,	121	10	9
Cost of Driving,	497	19	11
			£1,202 6 2
BRIDGE PROPER.			
Timber,	£1,149	6	3
Hauling do.	211	17	6
Framing and Planing,	1,321	10	7
Painting,	319	12	9
Iron work,	468	5	6
Carried forward,	£3,470	12	7
			£1,202 6 2

	<i>Brought forward,</i>	£3,470	12	7	£1,202	6	2
Copper, ... ..	...		1	16	0		
Drilling Bolt Holes, ... ..	...		31	10	0		
Roofing, Asphalte, and Gravel, ... ..	...		135	0	0		
Powder, moving and use of Engine; use of Tools, Smith-work.	...		74	6	5		
					3,713	5	0
	Cost of Bridge,				£4,915	11	2
Cost of Land taken for Bridge, ... ..	...				450	0	0
	Total Cost,				£5,365	11	2

Estimated Cost of Embankment.

65,000 cubic yards Embankment, at 2s. ... ..	...	...	...	...	£6,500	0	0
(8 feet arch Culvert, 100 feet long.)							
1,000 cubic yards Excavation in Foundation and Stream diversion, partly Rock, say to cover whole, at 2s. per yard, ...	...	£100	0	0			
520 cubic yards Masonry, at 40s. per yard, ... ..	...	1,040	0	0			
100 " Rip Rap in Foundation, at 7s. 6d. per yard, ... ..	...	37	10	0			
					1,177	10	0
4 Acres of Land for borrowing, at £100, ... ..	...				400	0	0
2½ per cent. on £6,500 for maintenance of Line, independent of wear and tear of Rails, &c. ... ..	...				150	0	0
200 lineal yards Tracklaying and Sleepers, ... ..	...				42	10	0
6,000 superficial yards Trimming and Soiling Slopes, at 4s. ... ..	...				100	0	0
	Cost of Embankment,				£8,369	0	0
Cost of Land required for Embankment, ... ..	...				585	0	0
	Total Cost,				£8,954	0	0

The above statements shew the actual cost of the Bridge, and the *estimated* cost of completing the Embankment. From this it is clear enough, that a saving in the cost of construction has been effected by adopting the Bridge work.

The quantity of material required in the proposed embankment is calculated in the above estimate at 65,000 cubic yards, but owing to the yielding nature of the Marsh, it may well be questioned whether it might not have required a much greater quantity, as by the displacement of the soft material beneath the surface, there was much cause to have been apprehensive, that the result of the filling in at this locality would have been attended with the same results as have followed similar attempts on some of the bogs in Nova Scotia.

Secondly, there was a considerable saving effected of wear and tear of Rails by the adoption of Bridge work, though no notice is taken of this in the above estimate; yet that this item is worthy of consideration will be apparent, when it is considered that the large quantities of material required for the embankment must have been brought a very considerable distance upon the line, and would have required some five or six months for transit.

That great delay would have taken place in opening the Railway, if an embankment had been built, is apparent, when it is considered that this work must necessarily have been the last earth work executed on this portion of the line, and all works to the east of it would have been "locked up" until it was completed.

It may be said, and truly said, that an embankment would have been more durable than the present structure—but a due consideration of all the circumstances now mentioned may well lead to the conclusion that this in itself, though a great desideratum, was properly regarded as insufficient to induce a decision in favour of the earth-work.

The present Viaduct, from the fact of its being built in a very substantial manner, of the best material both of wood and iron, and put together in the most thorough style of workmanship, and protected both from weather and fire by a roofing of asphalte and gravel, will unquestionably last at least fifteen years.

The foundations, which it will be seen have cost one quarter of the whole expense of construction, are permanent, and can be used again for any number of renewals of the

the superstructure—while the interest of the money saved by the adoption of the Viaduct, will rebuild the perishable portion of it once in every twelve years.

No. 2.—“ Statement shewing the total expense of filling at Lawlor's Lake, the amount to be subdivided as follows :

Expense of Draining ;	Expense of Piling and Brushing ;
“ Temporary Bridging ;	“ Filling with Earth and Rock ;
“ Superintendence and Inspectorship ; with Names of Superintendents & Inspectors.”	

The Chief Engineer Reports as follows :—

1. Cost of Draining,	£79 15 0
2. Cost of Piling and Brushing,	1,711 18 6
3. Cost of Temporary Bridging,	591 9 3
4. Cost of filling in Earth and Rock,	6,666 10 0
5. Cost of Superintendence and Inspectorship,	40 0 0
	£9,089 12 9

Including material deposited prior to construction of Pile Bridge.

NAMES OF SUPERINTENDENTS AND INSPECTORS.

William Hartshorn, General Inspector, engaged at Lake, say $\frac{1}{2}$ of time.
James H. Bartlett ; John Middleton, for a short time.

Statement shewing estimated amount saved by building temporary Bridge, Piling, and Brushing at Lawlor's Lake.

Total estimated quantity required to fill Lake as per soundings at <i>lowest</i> estimate,	133,200	Cubic Yards.	
Quantity put into Lake up to time when Bridge was begun,	59,000	“	
Leaving a balance of	74,200	“	
Add for waste and shrinkage at very <i>lowest</i> estimate 25 $\frac{1}{2}$ ct.	18,550	“	
Quantity required to finish Lake,	92,750	“	
92,750 C. Yards Earth, at 2s.,			£9,275 0 0
Cost of Brushing and Piling,	£1,711 18 6		
Cost of temporary Bridging,	591 9 3		
29,000 C. Yards Earth tipped from Bridge, at 2s.	2,900 0 0		
7,000 “ Rock “ 6s. 9d.	2,367 10 0		
3,500 “ Loose Rock, at 2s.,	350 0 0		
			7,920 17 9
Shewing a saving by Bridge, &c. of			£1,354 2 3

Exclusive of materials deposited prior to construction of Pile Bridge (as being common to both.)

From the above accompanying statement it will be perceived that the adoption of the Pile Bridge has effected a direct saving in construction of £1,354 2 3. In making my calculations on this point, I have adopted as a basis the very lowest amount of material which would be requisite to complete the Embankment, without the auxiliaries of Brush and Pile Bridge ; it is, however, very uncertain if this amount would have been sufficient. In similar cases it has been found that by continuous tipping from the ends of Embankments the result has been a total displacement of all light vegetable deposit, the centre seat of Embankment founding its base on the first solid material and rising towards the foot of slopes, in the proportion of the diminishing weight of Embankment, to the resistive power of vegetable material to compression ; such being the case, the amount required to complete the Embankment from end tipping, would be so much in excess of the cost of the means adopted, as to leave a margin in favour of the latter, of £5,080 0 0 instead of £1,354 2 3.

The advantages derived from the adoption of a floor occupying the largest surface of resistance to horizontal displacement, must now be apparent, and this I should consider as furnishing a sufficient argument to prove the correctness of its use in the present instance ; it is equally apparent that to secure a general settlement of any floor presenting a large surface and perfectly elastic (as in the case of the Brush Platform) some means must have been adopted to secure an equal load ; to attain this end, I conceive no means more efficacious than one which would give the controlling power of

of loading any portion of the platform deemed expedient; hence the use of the pile Bridge.

In closing my remarks upon this subject, it may be stated that there are many cases extant, where a perseverance in a system of end tipping on loose vegetable matter without the aid of some means of preventing displacement has been a prolonged source of detention in attaining permanent way; and been attended with an excess of cost caused by an increased quantity of material required in embankment.

No. 3—"Statement shewing the total expense of Ballasting Sections 1, 2, 3, 4, up to January 1st 1859, with the names of the parties tendering, and copies of the tenders, with the names of the parties to whom the Contracts were given, and copies of the Contracts made, and a report from the Chief Engineer as to the time when, and the mode in which, those Contracts were completed."

Section 1 extends from the Mill Bridge to Moose Path, a distance of about 3 miles. In September 1857, the Commissioners found the ballasting on this Section completed, and that on Section 2 in progress, and understood that it had been done by their predecessors under Contract. On referring to the Contract for Section 2 entered into between the Province and D. P. Myers in February 1857, it will be found that "all the work contained in Section Number 2" was covered by that Contract, and the Commissioners understood, as there had been changes in the numbering of the Sections, that all the ballasting was under this Contract.

On further investigation however they found that on the 12th May 1857, the following advertisement appeared:

Rock Cutting.—Notice to Contractors.

SEALED TENDERS will be received at the Office of the Railway Commissioners on Monday, 18th May, till 3 o'clock, P. M., for Quarrying and loading on the Railroad Cars about 500 yards of Slate Rock, along the Line of Railroad, near the Brick Yard. Particulars may be obtained at the Engineers' Office, Wiggins' Buildings.

*Railway Commissioners' Office,
Saint John, N. B., May 16, 1857.*

W. H. SCOVIL,
Chairman of Railway Board.

There is no record in the Minute Book of the Commissioners of an order for this advertisement, of the receipt of tenders under it, or of any award made of the work specified.

In the office, however, they found tenders according to the following list, copies of which accompany this Report.

TENDERS FOR ROCK AND EARTH.

					Rock.	Earth.
1	John M'Afee,	....	....	....	8s. 3d.	5s. 0d.
2	John M'Wiggins,	....	....	....	4 6	
3	D. P. Myers,	....	....	....	3 0	0 11 2nd
4	Hugh M'David,	....	....	....	3 9	1 0 1st
5	John H. Huestes,	....	....	....	4 0	
6	William Devan,	....	....	....	8 10	1 0
7	Samuel Mayse,	....	....	....	7 3	1 9
8	P. Hanley,	....	....	....	4 10½	
9	Denis Hanley,	....	....	....	4 0	
10	John Curran,	....	....	....	4 6	
11	Alfred Harris,	....	....	....	7 6	
12	Francis Dolin,	....	....	....	13 0	3 0
13	Pat. M'Grath,	....	....	....	5 0	1 0

No earth is mentioned in the advertisement, but in the specification the removal of the earth on the top of the rock was asked to be tendered for.

By a Contract found in the office dated 8th June, 1857, but not signed, a copy of which is herewith furnished, it would appear that the Contract was awarded to D. P. Myers, but an additional *sixpence* was added, in terms of an offer made in his tender for unloading the cars, and the price of 1s. 6d. was inserted in the Contract for all the earthwork between Harris & Allan's Foundry and the Pile Bridge on the Marsh.

On this Contract, in addition to the 500 yards of rock near the brick yard, 8,337 yards were excavated from the face of the rock near Gilbert's Lane, at the price in the Contract 3s. 6d. per yard, and with this rock Section 1 was ballasted. The

The price in the following estimate 9½d., was for spreading this broken stone as ballast.

The cost of excavation is charged to Station grounds.

In the Winter of 1857, at a time of much distress from want of employment, it was thought expedient to get a quantity of stone broken for ballast near Gilbert's Lane and Lawlor's Lake.

Portions of Sections 2, 3, and 4, had been previously ballasted with broken stone by the Contractors on these sections, and the remainder was completed with the above broken stone in the course of last Summer by Messrs. Myers & Brookfield under their Contracts.

In the early part of last Summer it was thought advisable for the purpose of finishing the ballasting, and as a saving of wear to the rolling stock, to put on a dressing of gravel, and on 17th June tenders to furnish gravel were advertised for. Copies of the tenders received accompany this Report.

As gravel of a suitable quality could only be procured from the opposite shores of the Kennebecasis, it was necessary to provide a wharf on which to land it, and as such a wharf would otherwise be of benefit to the public and the Railway, advertisements for tenders for a wharf at Appleby's were at the same time issued.

This wharf was contracted for to be completed on 1st August.

The tender of Thomas King at 2s. 5d. per yard for gravel, being the lowest, was accepted, but as the wharf was not completed till September, Mr. King then declined going on with the work. As the season was so far advanced, it was not expected that the requisite quantity could be obtained, but M. Connolly, the next lowest tenderer that could then be found, agreed in conjunction with Mr. John Brookfield, Contractor for tracklaying on the three sections, to go on with the work while the weather permitted. As the season proved favourable, nearly the whole quantity was obtained, and was distributed by Mr. Brookfield, at a price fixed by Engineers estimate. The cost of the whole is given in the following statement.

The following is the Chief Engineer's Report and statement of cost of ballasting. The total cost of ballasting Sections 1, 2, 3, and 4, has been £6,168 3 4, or at the rate of £642 12 5 per mile, as will be seen by detailed statements accompanying this Report; wherein all the quantities, at their respective prices, as done upon the different sections by the several Contractors are exhibited in detail.

This sum is £142 12 5 per mile more than the amount estimated in Table A, No. 8, in the Appendix to the Report of February 1859, wherein £500 is stated to be the *average* cost for ballasting the whole Road from Saint John to Shediac; the cost per mile must of course vary very much in different localities.

Statement of total cost of Ballasting Sections 1, 2, 3 and 4.

Items.					
No. 1.	John Brookfield, ....	....	....	....	£1,025 . 1 3
2.	" .....	....	....	....	253 16 0
3.	" .....	....	....	....	1,385 15 0
4.	Walker, Rankin & Walker, .....	....	....	....	105 0 0
5.	Dillon P. Myers, ....	....	....	....	1,666 0 0
6.	John Brookfield, ....	....	....	....	1,732 11 1
					£6,168 3 4

Details of Statement, shewing total cost of Ballasting from Mill Pond, Saint John, to Kennebecasis Station, on the several Sections.

Section 1.—D. P. Myers, 8,837 cubic yards Stone Ballast, @ 9½d....	£349 14 0	
“ “ John Brookfield, 2,538 cubic yards Broken Stone, @ 2s.,	253 16 0	
		£603 10 0
Section 2.—Dillon P. Myers, Breaking Stone, 7,226 cubic yards (in Winter of 1857,) @ 1s., ...	£361 6 6	
Do. Spreading 9,555 cubic yards, @ 2s., ...	955 10 0	
		1,316 16 6
Section 3.—Walker, Rankin & Walker, 1,050 cubic yards Broken Stone, @ 2s., ...		105 0 0
	<i>Carried forward,</i>	£2,025 6 6

	<i>Brought forward,</i>	
Section 4.—John Brookfield, 7,455 cubic yards Gravel and Stone,	£2,025	6 6
@ 2s. 9d., 		1,025 1 3
Sections 1, 2, 3 and 4.—John Brookfield, (finishing up works,) 6,705		
cubic yards Stone Ballast, (Spreading,) @ 2s.,	£670	10 0
8,790 cubic yards Gravel, delivered at Wharf, in		
Cars, @ 3s. 1½d., 	1,373	8 9
8,790 cubic yards Gravel, Spread, @ 1s., ...	439	10 0
1,560 cubic yards Gravel, deposited and re-filled		
@ 1s., 		78 0 0
2,295 cubic yards Gravel, delivered from ships at		
Saint John, and spread upon Road, @ 4s. 1½d.,	473	6 10
Wagons repaired,	83	0 0
		3,117 15 7
	<u>£642</u>	<u>12 5</u> $\text{\textcircled{P}}$ <u>mile.</u>
		<u>£6,168</u> <u>3 4</u>

Statement of the mode in which these Contracts were completed.

ITEM No. 1.—This work was done by John Brookfield, during the Winter of 1857-8, and was chiefly composed of gravel procured from the shores of the Kennebecasis Bay, as well as broken stone excavated from the several rock cuttings, or gathered upon the adjoining lands; the principal portion of these materials were conveyed by carts and deposited upon the earth "formation."

ITEM No. 2.—This material was put on during the Summer of 1857 by engine power and platform cars, and carried from Mill Street, Saint John, to the three mile house.

ITEM No. 3.—This material was commenced to be put on the Road on or about the 14th September 1858, the stone ballast was first laid on the bottom and sides by engine power and platform cars, and a dressing of gravel afterwards laid on by the same means.

ITEM No. 4.—This broken stone was carted on to its place in the Winter of 1857 and 8 by Messrs. Walker, Rankin & Walker, and formed to receive the sleepers.

ITEM No. 5.—A portion of this material was broken in the Winter of 1857 and 8. This material as well as some of a similar nature procured North of Lawlor's Lake was afterwards moved by engine power and platform cars, and distributed and spread over Sections 2 and 3.

ITEM No. 6.—This gravel was procured on the opposite shore of the Kennebecasis Bay, and conveyed in Scows, towed by Tug Boats, and delivered at Appleby's Wharf in the Railway Wagons, and afterwards conveyed in them to the several parts of the Railway wherever required, the Contractors assuming all risk in executing the same.

In conclusion, I have to say that the ballasting of these Sections has been done in a very thorough manner and in a similar mode to that adopted on the Austrian and Prussian Railways with marked success, where the effects of frost had specially to be guarded against; (*vide* account of same in *American Railway Times* of February 26, 1859.)

The system herein recommended and referred to, has been to lay on a coating of broken stone one foot in thickness all over the surface of "formation" and under the ballasting. The results of the adoption of this system here has been as beneficial as on the Continent, proving the system of broken stone under-ballast, superior to the adoption of gravel ballast only, and in this particular instance more economical.

It having been already stated in my Report of February 1859, "that there was no good natural ballast upon this Division, recourse was had to the opposite shores of the Kennebecasis Bay, where very superior gravel was obtained (although in limited quantities, as already stated in my previous Report) at a cost (including depositing and spreading) of 4s. 1½d. per cubic yard by the lowest reliable tendering Contractor.

The total quantity of ballast used upon this portion of the Road is equal to 48,000 cubic yards, which at 4s. 1½d. per yard would have amounted to £9,900. The actual cost of ballasting this Division, as already stated, was £6,168, leaving a direct saving of £3,732 by the mode adopted.

No. 4.—“ Statement shewing the total expense of Excavating the summit at Garden Street, Saint John; the cost of constructing Bridges across Garden Street, and Stanley Street, and the cost of Approaches thereto, with copies of the Advertisement for Tenders, Copies of Tenders made, the names of Contractors, and Copies of the Contract, and a Report from the Chief Engineer as to the state of the works under those Contracts, how far carried out, and whether by the parties whose tenders were accepted, and with whom the Contracts were made, or by others to whom the Contracts or the right to the Contracts were assigned, and if not completed, what proportions in value the work done under the Contracts bears to the price to be paid when the Contracts will be completed.”

Copies of the advertisement for Tenders, Copies of Tenders made, and copy of the Contract made accompany Report. The following is the Report of the Chief Engineer :

CONTRACT FOR EXCAVATING THE SUMMIT AT GARDEN STREET.

This Contract was let October 14, 1858, by tender to Mr. Lawrence Myers, upon the accompanying schedule of prices, who (without having executed any portion of the Works) transferred it to Mr. Brookfield, as the latter had other contracts in the neighbourhood with which this would interfere. This work is now being completed by Mr. Brookfield, who gave the necessary security for the due performance of the work.

Original Schedule of Prices upon which Works were let, and upon which they are now being completed.

1st.—Amount for pulling up Track and Stacking Materials, from foot of Incline to Dorchester Street, including shovelling off and saving the Ballast,	£85 0 0
2nd.—Price for Earth Excavation in the Incline hauled into Station Grounds or deposited in Road Crossings, including spreading, trimming and levelling in embankments, per cubic yard, at 1s. 2d.	... ..
3rd.—Price for Rock Excavation in the Incline laid to spoil, at 3s. 6d.	... ..
4th.— “ “ on Ledge at north side of Engine House, if required, at 3s.	... ..
5th.— “ breaking Rock into cubes not exceeding 3 inches square, and afterwards hauling and spreading and levelling same from Dorchester Street to Gilbert’s Island, at 2s.	... ..
6th.—Amount for finishing Bridge over Garden Street complete, as per Plan and Specification,	350 0 0

The Cost of these Works when completed, as will be seen by the estimate below, will be £9,327 1 4.

“ Approximate Estimate ” of Work to be done to complete the Terminal Station at Saint John.

30,000 cubic yards Excavation, at 1s. 2d.	£1,750 0 0
10,000 “ Rock do. 3s. 6d.	1,750 0 0
10,000 “ Ballast, 2s.	1,000 0 0
2 Bridges,	900 0 0
5,000 cubic yards Ditches, at 1s. 2d.	296 13 0
Masonry,	1,100 0 0
5,400 lineal yards Tracklaying, at 9d.	202 10 0
4,000 Sleepers, ... at 2s. 3d.	450 0 0
Gravel Ballast,	600 0 0
Switches and Crossings,	300 0 0
Dorchester Street,	30 0 0
Fencing in Station Ground,	100 0 0
Contingencies, 10 per cent.	847 18 4
	£9,327 1 4

The expense of the Bridges is here stated at nine hundred pounds; the approaches to them will not add any additional cost, as the earth work of which they are composed is included in the cost of excavating the incline.

On the first of January 1859, these works were well advanced towards completion—the incline being nearly ready to receive the track.

The Bridge at Garden Street was opened to the public on the 11th December.

Timber for Stanley Street Bridge had been delivered and was being prepared.

A large portion of the Rock work near the Engine House had been completed, and the principal portion of the Rock work to be excavated in forming the Incline had been done.

The earth excavated from the “ Incline ” had been used for the purpose of Grading and raising the Station Grounds near Gilbert’s Lane. A portion of the Rock excavation

tion had been used to ballast the car shed and the remainder stored away in readiness to ballast the Station Grounds when the Grading has been finally completed.

The approaches to "Garden and Stanley Street" Bridges has been roughly completed; in brief, the works were so far advanced that it may safely be calculated that they will be completed by the time specified.

The value of the work done under Contract to the 1st January 1859, was £3,492 14s. 6d. or upwards of one third finished.

No. 5.—"Statement shewing the amount paid on account of the Station and other buildings at St. John up to the 1st January 1859, with copies of the advertisement for tenders and specifications, and of the tenders made, with copies of the contracts made, and a report from the Chief Engineer as to the state of those contracts on the 1st January 1859."

Copies of advertisement for tenders and specifications, and of the tenders made, with copies of the contracts made, accompany this Report. The following certificate is added.

(Copy)

Railway Office, 13th September, 1858.

MEM.—Mr. Raymond on delivering his tender was asked if he was perfectly satisfied with the time allowed for making estimate for the railway buildings advertised for.

TIME AMPLE.

Raymond,
John J. Munroe,
John Wilson,

J. Brookfield,
Thos. Cotter,
James Quinton,

James Sullivan,
Caleb Wetmore,
W. Causey,
H. B. Crosby.

The above rough memorandum was taken at the time the Builders delivered their tenders. I informed the different parties that if they wished for an extension of the time it would be allowed, but they all declared to me that they did not wish for more.

MATTHEW STEAD.

The following is the report of the Chief Engineer, showing the amount paid on Station and other buildings, and the state of those contracts, on 1st January 1859.

SAINT JOHN STATION BUILDINGS.

The several amounts paid on these Buildings up to the 1st of January, are as follows:

Passenger Station,	....	....	....	£1,200	0	0
Engine House,	....	....	....	515	0	0
Car Shed,	....	....	....	1,200	0	0

The following was the state of the above contracts on the 1st January 1859:

The PASSENGER STATION was far advanced towards completion, and nearly ready to receive the Trains, and in so forward a state as to warrant its completion before the time stated in the contract.

The FOUNDATIONS of the Engine House including the piles underneath were laid, and Brick, Stone and other Building Materials in large quantities were delivered for the superstructure, ready to be used on the opening of the Spring.

The Car Shed was nearly ready for use.

Finally it may be stated that the first and last of these Buildings have been in use for some time, although not yet formally taken off the Contractors' hands.

No. 6.—"Statement shewing the actual cost of working the Road from St. John to the Nine Mile Station from 1st January 1858, to 1st January 1859, such statement to be subdivided and appear under the following heads:

Cost of Maintenance;

Do. Engine Drivers, Firemen, Cleaners, &c.;

Do. Wood and Water;

Do. Oil and Waste;

Do. Repairs to Engines;

Do. Repairs to Cars;

Do. Conductors, Brakemen, &c.;

Do. Station Agents, Clerk, and Divisional Superintendents;

Do. Tickets and other Printing;

Do. Miscellaneous expenses, not above enumerated, and of what they consist."

The information required has been furnished in the Report, page 113, as far as practicable, to 31st October, the end of the financial year.

No. 7.—“ A similar statement, similarly subdivided, for the same period, for the Road from Moncton to Shediac.”

See Report, page 114.

No. 8.—“ The names of the different Employees severally on the above two divisions of the Road, classified under their several employments, and the amount of salary and allowances paid and allowed to each ; and the number of days engaged or allowed to each when paid per day.”

Louis Carvell, General Superintendent, Salary £250 ; appointed 12th Sept. 1857.

Samuel M'Kean, (A.) Div. Sup't., Salary £150 ; appointed 23rd April 1858.

SAINT JOHN DIVISION.

	Name.	Occupation.	Salary or Remuneration.	Date of Appointment.	Left, released, or discharged, and when.
St. John Station,	Wm. King, S. Watson,	1. Station Master, Car repairer and Switchman,	7s. 6d. $\frac{1}{2}$ day,	1st Nov. 1858,	
	John Doherty, O. Sullivan, D. Moriarity,	2. Station Porter, Wood Sawyer, “	6s. 3d. “ 5s. “ 4s. 6d. “	6th July. “ 10th Feb. 1859. 20th July, 1857, “	
Ken'casis Station,	M. A. Cumming, John Kilfoil,	Station Master, Switchman and Wood Sawyer,	10s. “ 4s. 6d. “	1st Nov. 1858, 3rd June, “	
	Mich. Shea,	Wood Sawyer,	4s. 6d. “	“	
Passenger Train,	Hobert Hannah, James H. Bartlett, William Gonce,	3. Conductor, “ Brakeman,	10s. “ 10s. “ 7s. “	20th July, 1857, “ 1858, “ 1857,	Left July 12, '58.
	Anagance, B.	O. S. Smith, C. W. Perkins, John Jenner.	23. Driver, Fireman, Watchman,	10s. “ 6s. 3d. “ 5s. “	24th Dec. 1856, 1st July, 1858, 19th Mar. 1857,
Petitcodiac, C.	H. A. Whitney, Jos. Moore, James Wright, J. M'Ginley,	4. Driver,	10s. “	14th June, 1858.	
		5. Fireman, Watchman,	6s. 3d. “ 5s. “	1st “ 14th “	
		6. Brakeman,	6s. 3d. “	19th Aug. 1858,	
Loostauk, D.	James Barton, John Green, Robert Bustin, R. James,	7. Driver, Fireman, Brakeman, Watchman,	10s. “ 6s. 3d. “ 6s. 3d. “ 5s. “	7th Oct. “ 20th Sep. “ 23rd “ “ 9th “ “	Dis. Dec. 15, '58.
		Kennebecasis, E.	Charles Moore, John Stewart, J. F. Patterson, D. F. Nichols,	11. Driver, 12. Fireman, 8. Driver, 9. Fireman,	10s. “ 6s. 3d. “ 10s. “ 6s. 3d. “	9th Feb. “ “ “ 22d Oct. “ “ “	Dis. Oct. 21, '58. “ July 3, '58.
St. John, F.	R. M. Stevens, Wm. Aiken,	10. Driver, Fireman,	10s. “ 6s. 3d. “	7th Oct. “ 9th Feb. “	

SHEDIAC AND MONCTON DIVISION.

	Name.	Occupation.	Salary or Remuneration.	Date of Appointment.	Left, released, or discharged, and when.
Shediac Station,	Robert Atkinson,	Station Master,	12l. 10s. £ mo.	20th Aug. 1857,	Dis. 1st Jan. '59.
	N. Cannon,	Switchman,	5s. 6d. £ day.	" "	" 26th Dec. '58.
	James Nilson,	Wood Sawyer and Pumper,	5s.	16th April, 1858,	" 23rd "
Point Duchene,	Alexander Wright, services of self, man and horse, and rent of store, for the season,	Freight Agent,	150l.	24th "	" 1st Jan. '59.
Moncton Station,	William Steadman,	Station Master,	10l. £ mo.	19th Sep. 1857,	Dis. 1st Jan. '59.
	James Robertson, J. Connell,	Freight Agent, Switchman, Woodman, & Pumper,	10l.	27th April, 1858,	" 26th Dec. '58.
Passenger Train,	C. Gaynor,	Watchman,	5s. £ day, 7l. 5s. £ mo.	14th Oct. 1857,	" " "
	W. B. Deacon,	Conductor,	10s. £ day,	21st May, 1858,	" " "
	Joseph Warren,	Brakeman,	6s. 3d. "	18th Nov. "	" 22d Dec. "
	M. Connolly, Wm. Steadman.	"	6s. 3d. "	21st May, "	" 2d June, "
Locomotive and Machine Shop,	Z. Lord,	Form. and Driver,	20l. £ mo.	6th Oct. 1856,	
	Allan Rand,	Driver,	10s. £ day,	14th June, 1858,	
	Charles Cox,	Fireman,	6s. 3d. "	20th May, 1857,	Left 5th Aug. '58.
	George Smith,	"	6s. 3d. "	2nd July, 1858,	
	John Fogarty,	Carpenter and Car repairer,	7s. 6d. "	1st Sep. 1857,	
	Pat. Mahon,	Blacksmith,	8s. "	1st June, 1858,	
	Lot Connell,	Watchman,	7l. 5s. £ mo.	11th Dec. 1857,	Left 22d Sep. '58.
	J. Clarke, Jr.	"	7l. 5s. "	9th Oct. 1858,	
	Nelson Rand,	Helper, &c.	3s. 6d. £ day,	19th April, "	" 23d Dec. "
	Thomas Morehead, J. Pennington,	Blacksmith,	7s. 6d. "	17th Dec. 1857,	" 28th May, "
Track,	W. Stevens,	Track Master,	17s. 6d. "	1st April, "	" 13th Nov. "
	Four	Section Foremen,	6s. 6d. "	" "	" 26th Dec. "
	(22) Twelve	Trackmen,	4s. 6d. "	" "	" " "

Note 1. William King was Station Master at Kennebecasis from 20th July to 30th October 1858.

2. John Doherty was Brakeman on Passenger Train from 5th June to 1st November 1858, and Car Cleaner from that time until 10th February 1859.

3. James H. Bartlett was Conductor on the Shediac and Moncton Division, from 24th October 1857, to 1st January 1858, and from 13th April to 21st May 1858, and Station Master at Kennebecasis from 22nd May to 20th July 1858.

4. Henry A. Whitney was Driver of the "Sampson" on the Shediac and Moncton Division from 1st July to 15th December 1857, and again from 19th April to 10th June 1858.

5. Joseph Moore was previously Switchman at Saint John 22 days.

6. J. McGinlay is now assisting to repair Engines.

7. James Barton was Driver of "Saint John" from 5th April to 7th October 1858.

8. John F. Patterson was Fireman on this Engine from 3rd July to 21st October 1858.

9. David F. Nichols was Brakeman on the Passenger Train on the Shediac and Moncton Division from 21st October 1857, to 1st January 1858, Fireman on the "Sampson" from that time until 19th April 1858, and Brakeman again until 8th June last, and subsequently Fireman on the "Sampson" until 2nd July, when he left.

10. Robert M. Stevens was Fireman on the Passenger Train from 11th January 1857, to 9th June 1858, and Driver on the night Engine on Section 5 from 1st July to 7th October 1858.

11. Charles Moore was superseded by J. F. Patterson 21st October 1858.

12. John Stewart was superseded by J. F. Patterson 3rd July 1858.

13. Nelson Cannon was not employed from 1st January to 19th April 1858, and since 26th December 1858, has been employed sawing wood at Shediac, at 4s. 6d. per day.

14 and 15. James Connell and Christopher Gaynor were not employed from 1st January to 19th April 1858 by the day, and since 26th December last have been employed sawing wood at Moncton per cord.

16. Wm. B. Deacon was Brakeman on Passenger Train from 26th April to 21st May 1858.

17. Z. Lord's wages was £15 per month until January 1858.

18. Allan Rand was Fireman at 6s. 3d. per day from 26th August 1857, to 14th June 1858, and since that time at the same rate, when his services as Driver was not needed. His wages during the winter is 6s. 3d. per day.

19. George Smith was Watchman 8 days and Brakeman 32½ days, since appointed Fireman.

20. John Clark, Jr. was Brakeman on the Passenger Train from 1st June to 9th October 1858.

21. The Trackmaster asked to be released on the 12th November, since which time no person in that capacity has been employed.

22. Eight Trackmen were discharged 23rd November, from which time the four Section Foremen received 6d. per day each, additional, until discharged with the four remaining Trackmen, on the 26th December 1858.

23. O. E. Smith was respectively Driver of the "Saint John," "Peticodiac," and "Anagance," since the date of appointment here given.

A. Samuel McKean since 1st December 1858, has been also engaged inspecting Locomotives and Cars, now in course of construction, and inspecting Cordwood, received per Contracts.

B. "Anagance," is the present Passenger Engine on the Saint John Division.

C. "Peticodiac" was the Passenger Engine until the present Driver took charge of her, since which time she has been for the most part Ballasting.

D. "Loostauk" since put upon the line has for the greatest proportion of the time been Ballasting.

E. "Kennebecasis" has been the Construction Engine on Section 5, Walker & Co.

F. "Saint John" has been a Construction Engine since December 1857, at first on Section 2, and since July 1858, on Section 5.

No. 9.—"Statement shewing the gross receipts on the foregoing two divisions of the Railway, severally distinguishing between amounts received for freight and for passengers; what amounts, if any, were received by Conductors or Collectors of passage money or freight, and not paid over; the names of such Conductors, and what steps were taken by the Commissioners to recover or secure the public moneys when such defaults, if any, were discovered."

Statement shewing the Receipts as above will be found at pages 108, 111, and 122 of the Report.

In July last suspicion arose that one of the Conductors was in the habit of retaining small portions of the money he collected between Stations, and means were at once taken to ascertain the facts. Special Reports of the whole circumstances were made to the Government dated 12th and 22nd July, and an order was received for his dismissal. On enquiry the Commissioners have not been able to ascertain that on any Railway any plan has been found out by which an efficient check is obtained over Conductors for moneys collected between Ticket Stations.

No. 10.—"Statement of all Contracts entered into between the 1st February 1858, and the 1st February 1859, for the construction or delivery of Locomotive Engines, Snow Ploughs, Passenger Cars, Baggage and Second Class Cars, Platform and Box Freight Cars, and Hand Cars, with the names of Contractors for each description of work, and copies of the Contracts, with a distinct statement whether such Contracts, and if any, which of them were made by private bargain, and which were publicly advertised for and taken by tender; and in the latter case, copies of the advertisements calling for tenders, and copies of specifications and of tenders received, and a distinct statement, when, where, and how long such advertisements were published."

Nature of work.					Names of Contractors.
5	Platform Cars and 2 second Class Passenger Cars,	....			J. Hughes.
4	First Class Passenger Cars,	....	....	....	J. E. Sayre.
2	Second Class Passenger Cars,	...	...	....	Charles Nevins.
30	Platform Cars,	}			F. James.
6	Box Cars,				
4	Horse Cars,		....	....
6	Cattle Cars,		....	....
1	Snow Plough,		....	....
1	Hand Car,	....	....	....	F. James.
2	Locomotives,	....	....	....	Fleming & Humbert.

Copies of Contracts for above, also copies of advertisements, copies of Specifications and of Tenders, with a statement shewing when, where, and how long such advertisements were published, accompany this Report.

The first four of the above Contracts were publicly advertised for and taken by tender.

The Hand Car was made by F. James by private bargain at U. S. price.

The Locomotives were contracted for by private bargain at U. S. prices without duty.

No. 11.—"Statement shewing the total cost of the Station ground and buildings at the Nine Mile Station, with copies of the Contracts for the same, with the cost of the Roads made by the Commissioners leading thereto, the quantity of land taken for such Road and the Station, the price paid for the same, and to whom, the cost of fencing per rod, and number of rods fenced on such Roads and in rear of such Station, and to whom paid; the costs of alterations and repairs or extra work, if any, put upon the said Station buildings since the same were handed over by the Contractor, and a Report from the Chief Engineer clearly shewing the present state of such buildings." The

The Contract for Passenger Stations was taken by Alfred Harris, 3rd October, 1857,	
amounting to	£515 5 0
For Tank-house and Woodshed to Alfred Harris, April 3, 1858, amounting to ...	476 16 5

AMOUNTS PAID.

Alfred Harris as per Contract for Passenger Station, Woodshed, and Tank-house,	£992 1 5
Do. do. for Extra Work,	263 18 8
Extra work on do. since taken off Contractor's hands,	25 9 10
John Brookfield for making Roads, &c.	309 19 0
LeBaron Drury for Fencing,	82 10 0
J. Scribner for Land,	25 0 0
LeBaron Drury for Land,	80 9 4
	<u>£1,779 8 3</u>

ITEMS IN DETAIL OF ABOVE STATEMENT.

Alfred Harris, Contract for Stations,	£515 5 0	
Do. Extra work on ditto,	130 4 11	
Do. do. since taken off Contractor's hands,	25 9 10	
		£670 19 9
Do. Contract for Woodshed and Tank-house,	£476 16 5	
Do. Extra work on do.	133 13 9	
		610 10 2
John Brookfield, making Roads—		
2,047 cubic yards Earth Excavated, @ 1s. 5d.	£144 19 0	
44 do. Rock do. " 6s.	13 4 0	
92 do. Masonry, " 33s.	151 16 0	
		309 19 0
LeBaron Drury, 165 Rods Fencing, @ 10s.	82 10 0	
Do. 1.09 Acres Land,	£80 9 4	
J. Scribner, 1.49 do.	25 0 0	
		105 9 4
		<u>£1,779 8 3</u>

The extra work upon the Station Buildings, Woodshed, and Tank House consists of all Works executed in addition to that specified in the designs, including extras performed in fitting up Ticket Office, Magistrate's Office, and finishing the Building for other accommodation.

The Roads were made by J. Brookfield during the time he was executing Section No. 4, and under his Contract.

The present state of the Station house is not very satisfactory. The house has sunk a little in the centre from not having been properly underpinned, the verandah leaks, and the chimney had to be supported. When the proper season arrives a small outlay will remedy these evils.

No. 12—"Copies of the Contracts for constructing Sections 5, 6, and 7; the date of letting the same, and a Report from the Chief Engineer as to when the same will be completed; also a statement of expenses incurred for extra work on said three Sections 5, 6, and 7, arising from the contemplated opening of the Railway from Saint John to Hampton on the 1st January 1859."

Copies of these Contracts accompany this Report.

Sections 5 and 6 were let 30th June, 1857. Section 7, 15th December, 1857. A Report from the Chief Engineer as to the time when the same will probably be completed will be found at page 42 of the general Report.

The following Letters will show the agreements made as to the expense that would have been incurred if the line had been open to Hampton on 1st January, 1859.

November 16, 1858.

GENTLEMEN,—We beg to state that for opening the Road to Groom's Cove, we shall claim no extra payment beyond the actual work done previous to opening, and shall make no extra charge for any hindrance from running the trains."

We are Gentlemen, your obedient servants,

WALKER & CO.

To the Commissioners of Railways.

R. JARDINE, Esquire,

Saint John, 16th November, 1858.

SIR,—I am willing to open the Railway from commencement of Section No. 7, Hampton District, to the Depot now being erected opposite Hampton Village, for what it will cost me extra to Contract price, not to exceed £500—by the 1st January, 1859.

I am, Sir, your obedient servant,

JOHN BLACKIE.

The only extra work done under the above agreements was some "gulleting," tracklaying, and the purchase of timber for temporary Bridges, most of which will be otherwise available. The expense has not yet been ascertained.

As Section 7 from Groom's Cove to Hampton was not required by Contract to be completed before 1st November 1859, the same extra expense would have been needed to open it on 1st June as on 1st January.

No. 13.—"A statement of the amount claimed by the Contractors over and above their Contracts for extra work on Sections 5, 6 and 7, (irrespective of the particular extra work arising out of the contemplated opening on the 1st January 1859;) the sums paid or agreed to be allowed to the Contractors in settlement of such claims, and the Chief Engineer's reasons why after making Contracts for the construction of said Sections such additional amounts should become chargeable to the cost of constructing them, and why those Sections were not completed at the time specified in the Contracts."

Sections 5 and 6, and Hammond River Bridge have been the source of more anxiety and difficulty to the Commissioners than any other portion of the works under their charge.

It will be observed from the introduction to this Report that these works were let in June, 1857, and with the exception of the changed route from Gondola Point to Lakefield, on a merely preliminary survey, that the site of Hammond River Bridge had not been surveyed or decided on, and that the Contracts had not been signed.

The difficulties with regard to Sections 5 and 6, were the first things the Commissioners had to encounter, as will be seen by the following letters.

(Copy)

Saint John, July 7, 1857.

GENTLEMEN,—As you informed us that in case of the adoption of the Lakefield route, our Tenders for Sections 5 and 6 would be accepted, and the Government having now decided on adopting that line, we beg to intimate that we are prepared to complete our Contract.

We also beg to state that we are prepared at once to commence the works; that the delay that has already occurred has been a serious injury, and that any further postponement would be highly detrimental both to us and to the prospect of an early completion of the works.

We are, gentlemen, your obedient servants,

WALKER & CO.

To the Chairman and Commissioners of Railways.

Saint John, August 3rd, 1857.

GENTLEMEN,—As it was stipulated in the Specification for Section No. 5 that you should furnish an Engine and 40 four-yard Ballast Cars, and as we are informed that the Engine cannot be here before the 15th of September, and that the Cars are not even ordered, it would be impossible (such being the case) to complete the work in the time specified.

There are a large number of 2 yard wagons idle at Moncton, and if you really wish our Contract fulfilled and are not prepared to furnish the four yard Cars, we might manage to use them for a time, taking two as equal to one Ballast Car, though they are in every respect greatly inferior.

The Shediac Line is to be opened on the 10th instant, and our estimate for July will be in your hands before this time. We would request the payment of the 15 per cent retained previous to the opening. This would still leave in your hands the work done since estimate, and the *still* unsettled claim for the Coffer Dam.

We are, gentlemen, your obedient servants,

WALKER & CO.

To the Chairman of Commissioners of Railways.

There is no record in the Commissioners' books of the receipt of this letter or of any order made upon it.

Saint John, August 25, 1857.

GENTLEMEN,—In signing our Contracts for Sections 5 and 6, we would draw your attention to the fact that the plant which was to have been furnished to carry out these works is not yet delivered, and that we have thus lost the best portion of this year. As there is no prospect of our receiving the wagons, &c. for some time to come, it will be almost if not altogether impossible to complete within the

the time specified. On our part we shall use every endeavour to deliver the works complete by November next year, but we fear that even if we are able to finish the track sufficiently for traffic it will still be deficient in many minor particulars.

We are, gentlemen, your obedient servants,

WALKER & CO.

To the Commissioners of Railways.

As the characteristics of these Sections and the non-fulfilment on the part of the Commissioners of an agreement made by their predecessors to furnish rolling stock for the prosecution of the work have been explained at length in the Chief Engineer's Report, page 36, the Commissioners need only now refer to it.

The peculiar features of the work to be done on these two Sections, required that a particular order should be observed, any interference with which would occasion delay and damage.

This interference unfortunately took place and the Commissioners were forced to meet the claims for damages arising from this and to dispose of them to the best of their judgment.

The revision of the location which was rendered necessary in consequence of only a preliminary survey having been made before the work was let, and the consequent changes in alignment, grade, and structure, gave rise to many claims for damages and extras, which had to be considered and in some cases allowed.

In addition to this a claim was made and had to be allowed, in consequence of the wagons furnished proving, as they were first constructed, having been made on a pattern for ballast wagons, quite unfit for the heavy material on Section 5.

As the chief hindrances to the successful prosecution of this work were fairly traceable to non-fulfillment of Contract on the part of the Commissioners, they would not have been justified in taking the work from the Contractors, and as the Contracts had been taken at a price so low as to admit of the work being prosecuted successfully only under the most favourable circumstances, the Commissioners had no choice but to meet the difficulties and make such allowances as would adequately represent the damages sustained.

In arranging these claims the Commissioners obtained much assistance from Wm. Parker, Esq., the Consulting Engineer employed by the Government to advise with them in such matters, and the Government also, as you are aware Sir, was consulted at every step taken, and on one occasion a Committee of the Government was occupied nearly a week in investigating the merits of the case.

The following is the Engineer's Report:—

The sums claimed by the Messrs. Walker & Co. above the amount of their Contract for Sections 5 and 6, consist of the following items, viz :

1st. Damages arising from the late delivery of the Locomotive Engine and Cars, as well as the inadequacy of the latter up to Nov. 15, was	....	....	....	....	£3,586	9	5
2nd. Extras on Section 5,	....	....	....	....	3,275	6	7
3rd. Extras on Section 6,	....	....	....	....	1,127	4	3
Total amount Damages and Extras,	....	....	....	....	£7,989	0	3
Sums actually allowed on above,	....	....	....	....	£7,402	10	10

The reasons why these sums have become chargeable to these Sections, has been already explained in the General Report upon this Division, to which I refer, and may be recapitulated as follows :—

Firstly, the late delivery of the Engine and Cars as stated on page 36 of the Report.

Secondly, and more especially, to an insufficiency of the Engineering staff at the time these works were let, to complete the surveys in a sufficiently elaborate manner for Contracts let on "gross" or "bulk sums;" though *amply sufficient* if they had been let (as they had hitherto been) upon a Schedule of fixed prices; which latter is the mode universally adopted and admitted to be the best and simplest manner of letting similar works in the United States of America.

This

This may be partly accounted for by the fact that no Engineering work of any great magnitude was ever completed, wherein the quantities of final estimate have corresponded with those mentioned at the time of letting; still to enable Commissioners or Directors to ascertain more easily the comparative amounts of tenders a "bulk sum" is generally assumed.

This latter mode was that, which even almost up to the time of letting, there was every reason to expect would have been the one adopted.

The survey was mainly deficient in information with reference to the Bridge Work, the individual sites of the Bridges had not been particularly surveyed, so that plans could be exactly adapted to them; moreover there was not a sufficient staff of draughtsmen to prepare these plans in sufficient detail for a Contract of this kind, and as a natural consequence changes to a certain extent had to be made on almost every one of these structures. As an instance of this it may be stated that four of the minor Bridges were let upon one drawing, that happened to be something like what was required, and this had been prepared for an entirely different Section. For further information on this subject *vide* Report, page 38.

It may not be out of place to observe here that a competent draughtsman must be a person specially qualified for the vocation, and the services of such persons are, from the nature of their position, very difficult to be obtained at short notice; as an instance it may be observed that after permission had been obtained from the present Commissioners to get such a person, a correspondence was maintained for several months with Charles Beard, Esquire, late Draughtsman of the Great Western Railway of Canada, who did not accept the offered situation until seven months after the date of the letting above referred to.

By the terms of the Contract any addition to the original drawings became an extra to be paid for upon the Schedule of fixed prices. It may be asked "why was not more time given to perfect the surveys and prepare these plans?" The answer is, that the works had been advertised before it was known that the system of letting that had previously been adopted would be altered, and as Contractors from a distance were daily arriving, the letting could not be deferred for a sufficient length of time to be of any service without giving much dissatisfaction to these parties.

While referring to extras, as much misapprehension appears to exist, it may be as well to observe that if correct information with regard to quantities had been obtained at the time of letting, the whole cost of the works would not have been any less than the amount now charged, including extras.

Assuming that these Bridges when completed will be just what they should be—the extra quantities estimated according to the Schedule of prices on which the Contractors' tender is based—and that there has been no misappropriation of labour or material after commencement of construction, it will be evident that any addition made subsequent to entry into Contract will appear in the form of extra quantities, and will be paid for according to Schedule.

As an example let us assume one of the above Bridges as a case in point.

The original estimate of this Bridge amounted to 280 cubic yards of Masonry, the Contractors' bulk sum of tender based on this quantity was £450; the increased quantities rendered imperatively necessary amounted to 560 cubic yards, and the price consequently paid in accordance with Schedule of prices £900, or half contract and half extra.

Now from this it must be evident that, as the quantity *actually required* was always the same, there can be no more increased cost of work than if the total amount of material had been entered in tender at first and carried out in accordance with the ruling price; in this case the amount would still have been £900.

With regard to the causes "why these Sections were not completed at the time specified in the Contracts," will partly appear from what has been already stated, and are attributable as follows, viz:—

The want of the aforesaid Engine and Cars, as well as to the fact that these Contracts were taken *beneath their value*, (the Contractors' bulk sum being some £11,000 below the Engineer's estimate) which system of undervaluation whenever adopted will generally be found a serious cause of loss and detention, precluding the possibility of working at any time save the most favourable periods of the year.

No. 14.—Statement shewing the names of the Contractors for building the Railway Bridge across Hammond River, the total amount of such Contracts, the sums paid on account of Contract or extra work up to 1st of January 1859, with a Report from the Chief Engineer whether there were any and what departures from the original plan of construction after the Contracts were made; what additional sums were demanded by the Contractors in consequence of such departures or alterations, what sums have been allowed; the reasons why the Bridge was not completed at the time specified in the Contract, and what will be its entire cost when completed, and when it will be completed."

The remarks made as to Sections 5 and 6 apply to a considerable extent to Hammond River Bridge.

As three fourths of the value of this work (exclusive of the iron superstructure) was under the level of the surface of the ground, it followed that the nature of the foundations and the cost would depend in a great degree upon the site chosen.

It has been shewn that when the Contract was made the site was not determined, and that therefore the description and quantity of work must have been to a considerable extent assumed.

It will be seen by the Chief Engineer's Report that the cost will exceed the estimate, and that considerable additional work will have to be paid for.

The attention of Mr. Parker was called especially to this matter, and all the steps taken and extras allowed were in accordance with his advice.

The Chief Engineer reports :—

In reply to the above questions it may be stated,—

That the names of the Contractors are O. Small, and H. B. Crosby.

That the total amount of Contract for Foundations and Masonry, but not including the Iron Superstructure, is £11,950 0 0

That the sums paid on Contract and extra Bills are £10,789 10 4

[A portion of the sum paid Messrs Small & Crosby, being £513 18 8, was not on account of work relating to the Bridge Contract but for Material deposited in Embankment, and consequently chargeable as such.]

That by reference to the Report of 1859, page 40, it will be perceived that the alterations, together with the reasons which caused their adoption, are there enumerated, and are—

Firstly, An additional height of 3 feet to level of Rail, deemed expedient after more reliable information had been procured as to the extreme height of freshets.

Secondly, An increased length of Piles used in the foundations.

In relation to the latter it may be as well to remark that this addition to length and not to number of Piles or to the plan of foundation is incidental to any such structure, even if let in quantities estimated on the basis of minute surveys, it being practically impossible to ascertain (prior to execution of works) to what depth Piles should be driven to secure proper stability. As a still further exemplification of this fact, it may be stated that no general uniform length of Piles can be adopted even in the same foundations, the lengths varying materially, as was the case in this instance.

That the sum allowed to the Contractors on Extra Bills was £1,375 7 4

That an answer to the question, "Why the Contract was not completed in the time specified?" will be found in Report, page 39.

That the entire cost of Bridge will be £20,882 0 0

This includes the purchase and erection of the best Fairburn's Iron Girders and Superstructure.

That the time when the Bridge will be completed will be found in Report, page 42.

No. 15.—"Statement shewing the names of the Contractors for Sections 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16; the date of entering into such Contracts, the times severally specified for their completion, the total amount payable under each Contract, as per Tender; and the amounts severally paid on account up to 1st January 1859, and a statement of extra work, if any, claimed or allowed on any of these Sections."

The information required in the above article will be found in Table A, No. 9, Engineer's Report, except the time specified for completion, which is as follows:—

Section 7. }
 " 8. } November 1, 1859.
 " 9. }

And Sections 10 to 16, June 1, 1860.

The following is a statement of extra work allowed and paid on these Sections up to 1st January, 1859:

SECTION 7.—Extra bill for February,	£5	7	6
" " May, ..	11	19	3
" " November,	5	0	0
" " December,	404	14	6
	<u>£427</u>	<u>1</u>	<u>3</u>
SECTION 8.—Extra bill,	£4	10	0
SECTION 9.—Extra bill,	£71	2	9

On Sections 10, 11, 12, 13, 14, 15 and 16, no extras were claimed or paid up to 1st January, 1859.

No. 16.—“Statement shewing the total cost of the land for the Station at Hampton, the quantity, the sum paid, and to whom; the total costs of the buildings at such Station, with names of the Contractors, date of the Contracts, date when to be completed, the amount to be paid on completion, and the amount paid on account to 1st January 1859, and statement of extra work, if any claimed or allowed.”

TOTAL COST OF LAND FOR STATION.

Joseph Sederquist, 3½ acres,	£25	0	0
C. A. Everett, 3½ acres,	25	0	0
C. A. Everett, for Road and Site for Freight House,	25	0	0
	<u>£75</u>	<u>0</u>	<u>0</u>

Nature of Buildings.	Names of Contractors.	Date of Contract.	When completed	Paid on 1st January.	Amount of Contract.	Extra Work.
Passenger Station, Woodshed, and Tank House,	Johnston & Blackie, Do.	1858 June 21.	1st. Nov.	£926 10 0	£850 0 0	£76 10 0
Police Barracks.		Sept. 3	3rd Oct.		165 0 0	35 0 0
Freight House,	Wm. Anderson,	1859. Feb. 5.	1st June		325 10 0	
						<u>1,340 10 0</u>
						Total amount to be paid on completion. £1,452 0 0

The above extra work was for additional Masonry in Foundation, and for Cells to Police Barracks.

No. 17.—“Statement shewing the amount paid for the maintenance of way between Shediac and Moncton, the sum so paid according to Contract or otherwise, and the amount for extra work, repairs or construction between 1st January 1858, and 1st January 1859.”

Amount expended under Wm. Stevens, Track Master, for maintenance of way, ...	£327	13	9
Do. paid Walker & Co. for Ballasting, ...	1,455	17	2
Do. paid Fisher for Asphalting Bridges, ...	235	19	4
Do. expended by Wm. Stevens, Track Master, in finishing construction, ...	1,812	1	4
	<u>£3,831</u>	<u>11</u>	<u>7</u>

No. 18.—“Statement shewing the number and nature of accidents to individuals on the whole line of Railway, specifying whether the parties were in the employ of the Contractors or Commissioners, and whether such accidents resulted in loss of life or personal injury, or from the defaults of the parties injured or parties connected with the Railway, and whether, if any, what allowances have been made to individuals for injuries or losses sustained.”

The Superintendent reports: "I am happy to say that since the line of either Division has been opened for traffic, injury to *passengers* has been unknown, and in other respects small indeed. A detailed statement of all accidents to servants of the Railway, or persons in the employment of the Contractors, so far as they have come to my knowledge, will be found in my Report of 1st December last."

The only allowance made to individuals for injuries or losses sustained, was a sum of Ten Pounds paid to Reverend G. Schofield on the 18th January 1858, for injuries sustained by his son in consequence of a fence falling upon him.

With regard to accidents to individuals in the employ of the Contractors, the Commissioners have to observe that from the commencement of this Railway no attempt has been made to regulate or enquire into the construction of the work as between the Contractors and the men employed by them.

The first Contracts, under which most of the accidents have happened, drawn up under the supervision of the then Attorney General of the Province, contain no clause providing for such interference or enquiry, and the Commissioners are not advised that they have any power under the law to make such enquiries. The only stipulation in the Contracts as to damages is as follows:—

"The blasting of all rocks during the progress of the work shall be entirely at the risk of the Contractors, and all damages occasioned thereby, or any injury done by him or his workmen to the crops, fences, buildings, or other property of the adjoining landowners or occupants, in any way whatever, shall be paid for by him, and the Government saved wholly harmless therefrom."

It appears to the Commissioners that as the law at present stands the duty of protecting the subjects and bringing to justice those who cause injury to them, devolves upon Coroners, Grand Juries, and Local Magistrates, and from them no doubt the desired information can be obtained.

No. 19. — "Statement shewing the number and nature of accidents to Engines, Snow Ploughs, and Cars, on the two Sections of Railway in operation; the times and causes of such accidents, and the amount of expenses incurred in repairs, and of loss sustained, if any, by actual destruction."

SAINT JOHN DIVISION.

July 14, 1858, a Freight Car injured slightly in consequence of the Trackmen putting a Frog therein without informing the proper parties of their intention to do so. The Engine starting to take up the Train while this was being done caused the injury. Expense incurred, 25s.

September 14, 1858, Engine "Loostauk," with the Evening down Train broke rocker shaft casting, caused by a flaw in the iron. No expense to Railway.

October 16, 1858, Coupling Chains of Earth wagons, in use of John Brookfield, Contractor, while on the summit of the grade at Garden Street, broke, causing the Cars to run down the incline over the Mill Pond and into Mill Street, no other damage done and no expense to Railway.

October 20, 1858, a Platform Car loaded with lumber, in the use of John Brookfield, Contractor, standing on the Siding at Appleby's Wharf, went down the incline and over the end of the temporary wharf, caused by the break chain parting; no expense to Railway.

October 21, 1858, Locomotive "Loostauk," in the service of John Brookfield, Contractor, on the night of this day when going after his men ran into a Hand Car in use of the Trackmen, breaking the same; expense to Railway refitting, £17.

October 23, 1858, First Class Car, No. 4, with down evening Train, when passing the Moose Path Station came into contact with a Wooden Pump placed there for the use of the Ballast Engines, slightly injuring the panel of the Car. This accident was caused by the Contractor's Foreman, who was finishing the slopes of the stream, removing the scaffolding which supported the pump, and neglecting to place a shore in such a manner as to allow the Engine to clear it, was tripped, causing the pump to fall against the Car as it passed; expense to Railway, 10s 9d.

Nov 1, 1858, Two Cars with Train of the Engine "Loostauk," in the service of John Brookfield, Contractor, was thrown from the track near Lawlor's Lake, while passing up on the evening of this day to the Kennebecasis Station for the labourers, caused by running into a small house placed upon the track by Joseph Thompson, the

the Foreman of the Section, without orders; expense to Railway for repairs of same, £17 13 7.

November 8, 1858, Engine "Anagance" ran truck wheels off track at Turn Table, Gilbert's Lane, in consequence of Contractor's man shifting the cog or stop without the Trackmaster's knowledge; no injury done, and no expense to Railway.

November 15, 1858, First Class Car No. 5, with the up morning train, was found to be on fire from the stove pipe, and in the endeavours to extinguish the same rendered the Stove useless.

Cost to Railway for Stove,	£3	5	0
Repairs,	2	4	10
	<hr/>		
	£5	9	10

SHEDIAC AND MONCTON DIVISION.

May 18, 1858, As the Ballast Engine "Hercules" was returning from Moncton this day, the Sparker of the Bonnett was blown off, breaking the glass of the Head Light. Cause, wind blowing a gale; expense in repairing, say 15s.

June 29, 1858, Two steps on one side of the first and second class Cars torn off on the passage of the evening train from Moncton this day near Dorchester Road. Cause, track foreman left hand car too near the line with which the cars in passing came into contact causing the injury; expense to Railway in repairing, say 20s.

September 13, 1858, Engine "Scadouc" from Point du Chene as she neared the Station ran into a box car left upon the main track, causing a slight injury to the same. Expense to Railway, probably, 3s. 9d.

October 20, 1858, Second class car injured slightly by coming into contact with some barrels of coals left improperly near the track on the wharf at Point du Chene. Expense in repairing about 2s. 6d.

October 23, 1858, Battens of first class car defaced considerably at Point du Chene by coming into contact with the gangway of the platform which had been left down. Expense, probably, 12s. 6d.

No. 20.—"An Abstract or Schedule shewing the number and nature of all Contracts entered into for Railway purposes by the Commissioners, or by their authority, from 1st January 1858, to 1st January 1859; such Schedule briefly to give the following information:

The nature of the work to be done;	When to be done;
Date of Contract and amount;	Contractor's name;
Suretie's name;	Date of Advertising;
Date of letting;	Amount specified in Tender (if not advertised and tendered for, so to be stated;)
Time specified for completion;	Total amount paid on each Contract."
Date of actual completion;	

The Abstract required accompanies this Report.

No. 21.—"Statement shewing the names and position of each person employed upon the Engineering Staff of the Railway Works on the 1st January and 1st June 1858, and the 1st January 1859, with the nature of each person's duty, and the rate of salary paid to each at the respective periods named."

A Statement giving full information regarding the above, accompanies this Report.

No. 22.—"Statement of the several amounts paid to the Chief Engineer from the date of his appointment to 1st January 1859, distinguishing between sums paid on account of salary, and sums allowed for travelling and extra expenses"

To what Date.	Time Employed.	Salary.	Travelling Expenses.
1st April 1857,	10 Months 20 Days,	£430 11 1	£172 18 4
14th August 1857,	4 " 14 "	83 6 8	17 0 0
1st January 1859,	16 " 17 "	583 6 8	157 3 0
		<hr/>	<hr/>
		£1,097 4 5	£347 1 5

Due Mr. Light at the latter date on Account Salary, £249 17 9

No. 23. — Statement shewing the date and terms of the engagement of Mr. Parker, the Consulting Engineer; the time occupied by him in the inspection of the works in this Province, and the several amounts paid him for services and expenses.

To what Date.	No. of Days employed.	Salary Paid.	Expenses.
1st June, 1858.	23 Days,	£115 0 0	£12 18 3
30th " "	14 "	70 0 0	10 16 3
3rd Sept. "	15 "	75 0 0	
4th Oct. "	11 "	55 0 0	
Pr. hable expenses, two latter trips.			24 0 0
		£315 0 0	£47 14 10

Mr Parker has been paid on account of the above, £350. Paid also his travelling expenses in the Province, £20.

No. 21. — Statement shewing the names of the several Railway Commissioners since the constitution of the first Board, the date of their several appointments, the amounts paid to each severally for salary, travelling and extra expenses; also the names, dates of engagements, nature of employment, and amount of salary of each and every person now employed at the Railway Offices in Saint John, or who have been employed in the said Office since the 1st August, 1857."

COMMISSIONERS.

Name.	Date of Appointment	Time in Office.	Paid on account Salary.	Extra.	Travelling expenses
	1857				
W. H. Scovil, <i>Chairman</i> ,	March 31.	4½ mos	£187 10 0	£62 10 0	£15 16 3
F. W. Hatheway,	"	"	75 0 0	25 0 0	36 0 0
Joseph Myshrail,	"	"	75 0 0	25 0 0	24 0 0
			£337 10 0	£112 10 0	£75 16 3
R. Jardine, <i>Chairman</i> ,	Aug. 15.	16½ mos	£625 0 0	...	£49 12 6
Robert Reed,	"	9 "	150 0 0	...	100 2 10
R. C. Scovil,	"	16½ "	250 0 0	...	63 9 3
	1858				
George Thomas,	May 15.	7½ "	100 0 0	...	9 10 0
			£1 125 0 0	...	£222 14 7

OFFICERS.

Names.	Date of Appointment.	Nature of Employment.	Salary.	
James Whitney.	July 10, 1857.	Secretary,	£250 0 0	per annum.
R. A. Crookshank,	May 18, 1858.	Accountant,	300 0 0	"
Do.	July 10, "	Secretary,	300 0 0	"
James Johnson.	" "	Accountant,	...	not fixed.
Charles Hanford.	April 5. "	Storekeeper & Clerk,	0 10 0	per day.
John Porter.	May 15, 1857.	Messenger.	7 10 0	per month.

No. 25. — Statement shewing the names of the General Superintendent, Assistant Superintendent, and of all other persons engaged during the year 1858, and now engaged in working the portions of Railway already open; as well as the names of all persons connected with the repair and maintenance of the said portions of Railway, with the date of their several engagements, and the amounts of salary and remuneration to each."

See reply to Paragraph No. 8.

No. 26. — "Statement of the number and weight of all rails, chairs, and weight of spikes purchased for the Railway; the quantity of each now remaining on hand for use, with an account of all rolling stock, stationary engines, machinery, tools and plant of every description now owned by the Province, and in use on the Railway or the Railway works."

FROM WHOM RECEIVED.	RAILS.				CHAIRS.				SPIKES.					
	No.	WEIGHT.				No.	WEIGHT.				WEIGHT.			
		Tons.	cwt.	qr.	lbs.		Tons.	cwt.	qr.	lbs.	Tons.	cwt.	qr.	lbs.
Peto, Brassey, Betts & Jackson.	14,596	2913	4	2	...	18,550	100	19	2	16	80	12	2	9
Boston Locomotive Works,	2,212	393	10	...	10	2,700	27	1	2	11	...	...	...	...
Naylor, Vickers & Co.	5,259	1014	16	2	...	4,300	51	5	3	26	10	...	...	...
Harris & Allan,	..	...	...	...	...	1,327	15	8	...	21	...	...	...	...
Thorne & Lee,	..	...	...	...	...	...	...	...	...	...	20	6	...	9
Boston Locomotive Works, Compound or Bridge Rails	292	32	11	1	25	...	...	...	...	...	...	...	...	...
Baring Brothers,	11,839	2190	9	2	...	9,989	120	10	...	...	...	...	...	...
	34,198	6541	6	...	7	36,866	315	5	1	18	110	18	2	18
On hand,	2,981	667	1	...	...	6,367	51	1	...	15	1	4	...	12

For statement of Rolling Stock and Machinery, see Superintendent's Report, pages 108 & 111.

No. 27.—“ Statement shewing the names of the Appraisers for Land Damages, the dates of their appointments, with the several amounts paid to each for services, for travelling and incidental expenses.”

Names	Date of Appointment.	Paid on Account Salaries.	Expenses.
1858			
James Smith, <i>Chairman</i> ,	August 15,	£130 0 0	} £48 12 7
Henry E. Seelye, <i>Secretary</i> ,	“ “	289 16 9	
George L. Hatheway,	“ “	185 0 0	
Isaac Burpee,	“ “	187 10 0	
W. K. Chapman,	“ “	129 0 0	
Robert Bowes,	“ “	110 0 0	} 12 10 0
Rent of Office, ... ..	...	...
		£1,061 6 9	£61 2 7

No. 28.—“ Statement shewing the amount of Law charges rendered to or paid by the Commissioners up to the 1st February 1859, and to whom paid.”

Hon. Charles Watters,—Drawing Deeds, Contracts, and other legal instruments,	£292 1 1
Attendance and advice, &c.	100 0 0
Hon. A. J. Smith, Drawing Deeds, &c.	17 10 8
Bliss Botsford, Esq. Do.	7 0 0
Hon. E. B. Chandler, Do.	6 5 0
	<u>£422 16 9</u>

No. 29.—“ Statement shewing the names of the several owners or proprietors on the line from Shediac to Saint John, whose lands have been taken for Railway purposes; such statement to commence at Saint John, and give the names of the owners as they succeed each other along the line, shewing the quantity of land taken from each, and the amount of compensation allowed to each, and date of payment, and the cases where compensation has been refused,—that fact to be stated.”

A Statement of Land Damage claims and awards will be found at page 123 of the Report. Should the additional details in above article be still required they can be furnished.

No. 30.—“ Statement of the quantity of goods imported for Railway purposes on which no duties have been paid.”

Rails, Chairs, Iron, &c.	£14,608 14 7
Engine, Cars, and other Rolling Stock,	6,905 17 3
Cement, and sundry materials,	492 16 4
	<u>£22,007 8 2</u>

No. 31 — "A Report from the Chief Engineer shewing in detail the damage estimated by him at £2,000 on 1,000 tons Rails imported through Naylor & Co. in the autumn of 1857; each statement to show quantity damaged in consequence—

Of bad rolling, and estimated damage per ton on same;

Also, quantity badly trimmed, and damage per ton in consequence of same;

Also, quantity defective from the best part of the Pile lying in the base instead of the top of the Rail, and damage per ton;

Also, time when these defects were first ascertained; what became of Rails so defective; and if used on line of Railway, on what part of Railway same are to be found.

In reply to these questions it may be as well to revert to two letters addressed to the Chief Commissioner, Mr. Jardine, one from Mr. Reed, bearing date Liverpool, 11th September, 1857, the other from myself, the 30th November in the same year. Extract from Mr. Reed's letter referred to above:—

"By Mr. Seely I send you a print shewing different sections of Rails. The Bridge Rail, No. 1, is recommended by the manager of the establishment in which the New Brunswick Rails are being manufactured, as superior to the T Rail for two reasons — one is, that in the making the pressure is vertical, by which process the head is more firmly pressed than the head of the T Rail, which is pressed sideways, causing the grain of the iron to be edgeways instead of flat, as in the Bridge Rail. And as they only put a certain proportion of the very best iron in the Rails usually made, styled *best Rails*, the best is put in the top of the Bridge Rails, which is the wearing part, whereas in the T Rails they are obliged to put it in the flange, in consequence of that part of the Rail being thin, particularly the Saint John pattern, which is thinner than usual."

(Copy)

“ EUROPEAN AND NORTH AMERICAN RAILWAY,
Engineer's Office, 30th November, 1857.

“ ROBERT JARDINE, Esquire, Chief Commissioner of Railways,

“ SIR,—I have carefully examined the Iron Rails delivered by the ‘Favourite’ and the ‘Middleton,’ and am sorry to be obliged to report that they are very badly rolled indeed. Many of the bars are $\frac{1}{4}$ of an inch larger on the base than the pattern sent, and an equally large number $\frac{1}{4}$ of an inch smaller, entirely precluding the possibility of the Rail making a proper fit in the chair. The ends of the bars are likewise very carelessly sawn off, many of them being full $\frac{1}{4}$ of an inch off the plumb, so that if the ends of two of these Rails are laid together, there would be a **V** or vacant space of $\frac{1}{4}$ of an inch at either the top or bottom of the joint, as the case may be, and this is quite common. The tops of the Rails are likewise not of the same size, and very many of those already delivered, are odd lengths other than those specified.

“ We have laid about an half mile of the iron brought by the ‘Favourite,’ and though we have taken unusual care to match the Rails, and have rejected a large number as unfit to lay at all with the present fastenings, we have yet found it *almost impossible* to lay a perfect track with them, the sizes of the Rails being so uneven. I have no hesitation in saying that taking the iron as a whole, I consider it the very worst specimen of rolling I have seen. *I have as yet had no opportunity of testing the quality, but if Mr. Reed's surmise be true, viz. that the manufacturers have put the best portion of the pile in the base of the Rail, this will have the effect of reducing the ultimate durability of the iron very materially.* Assuming the cost of the iron in England to be £8 5s. per ton, and adding the commissions, freights, insurance, &c., as well as the carriage to the works in this country, I conceive that this iron when laid down upon the road is actually worth at least £2 per ton less than good iron made exactly in accordance with the patterns and specifications, *and the best part of the pile laid where it ought to be, viz. in the top or bearing surface of the rails.*

I am, Sir, yours, &c.

ALEX. L. LIGHT, Engineer.

Mr. Reed states that the best portion of the iron in the Rails referred to was placed in the flange, subsequently it has been ascertained that he had been misinformed in reference to this matter. I, however, still retain the opinion then expressed with reference to the inferiority of the iron as regards the unevenness of roll; subsequent experience in its use having confirmed my opinion as to the deterioration of value.

It must be apparent that Rails of different gauge cannot without much trouble be fitted to chairs of *one* pattern; as in the case of the excess of size of Rail much difficulty ensues in effecting the requisite diminution.

The reverse being the case, the iron would be loose in the chair.

I may further add that apart from the expense of laying, these Rails are in many other respects greatly inferior to such as are well rolled.

I am still of opinion from other defects noticed in the iron since my letter of 30th November 1857 was written, that it was deteriorated in value to the amount mentioned, entirely irrespective of the supposed displacement of pile.

In

In addition to the above, the Commissioners have to state that as these Rails had to be used as soon as they were received, they were laid in track indiscriminately, and therefore the statements asked for cannot be furnished. Further, the Commissioners having been advised that they had no legal remedy for the damages arising from defective rolling in consequence of the arrangement that the inspection at the works was to be final, did not think it necessary to take any particular account of the number of rails defective, or to ascertain precisely the actual damages, and did not require the Engineer to take any further steps in the matter.

No 32.—“ Statements showing the quantity of rolling stock, machinery, and plant, furnished to Contractors since 1st August, 1857: the time the same were used by such Contractors severally; the sums paid by the Contractors or charged against them for such use.”

At pages 36, 107, and 110 of the Report, will be found the information required.

No 33.—“ Statement shewing the total amount paid to the manufacturers of Engines and Cars, setting forth the proportions paid according to agreement or Contract for such Engines or Cars, and the amounts subsequently paid or allowed for duplicate parts, for repairs, and for articles not included in the above; the parties to whom such sums were paid, stating each separately.”

Contractors' Names.	Articles.	Amount paid per Contract.	Extras.	Repairs.	Duplicate parts.
Harris & Allan,	40 Ballast Cars,	£648 0 0	£134 16 0		
Do.	5 Freight Cars,	802 2 6	64 2 1		
Do.	5 Platform Cars,	561 17 6	12 0 0	£5 15 3	
Fleming & Humbert,	Locomotive Loostauk. (2)	2,100 0 0	225 0 0		
	1 sett Driving Wheels,				£300 0 0
Frederick James,	2 first class Cars, 4 & 5,	1,500 0 0	35 17 8	9 13 9	
Jacob Hughes,	2 second class Cars,	795 0 0	12 11 8		
Do.	5 Platform Cars,	490 0 0	3 5 0	8 17 0	
Frederick James,	2 first class Cars, 6 & 7,	1,500 0 0	35 17 8		

NOTE 1.—The extra work on F. James' 1st Class Cars is chiefly for burlapping, which renders them more impervious to the effects of storms, and makes them vastly superior for winter travelling.

2.—The extras on Locomotive "Loostauk" arises from altered dimensions.

No. 34.—“ Copies of all correspondence between the Railway Board and Mr. Commissioner Reed while he was in England.”

Copies of all correspondence asked for accompany this Report.

The Commissioners respectfully request that one Letter marked A be not submitted to the House. It will be observed that in it no illusion is made to subjects in dispute, but that it is on private affairs, and of a confidential character.

Nos. 35.—“ Returns of freights paid on Iron Rails, and all other Railway material imported from England since August, 1857, giving the names of the vessels, date of shipments, quantity of Rails and other materials in each shipment, dates they were received, and at what ports landed, and if all were delivered in good order.”

36.—“ State, if any, what claim was made on the ships for damage in consequence of bad stowage or other causes.”

37.—“ The returns to show quantity of Rails and other materials in each separate shipment, and the freight per ton, if in sterling or currency; if the freights were engaged by Tender, and copies of the Tenders; if not engaged by Tender, how and by whom were they engaged.”

Nos. 35, 36, and 37, included in one Tabular Statement.

Name of Vessel.	Date of Shipment.	Weight.				Description of Material.	When received.	Where landed.	How, and by whom the Freight was engaged.	Rate of freight.
		tons	ct	qr	lb					
Favorite,	Aug. 26, 1857,	105	12	0	0	Rails,	Oct. 8, 1857,	St. John,	Naylor & Co., by private bargain.	15s. Sterling
Middleton,	Sep. 18, "	351	15	3	0	Rails,	Nov. 18, "	"		7 ¹ / ₂ ton.
Do.	" "	19	6	0	20	Chairs,	Dec. 3, "	"		17s. 6d. "
Imperial,	Oct. 9, "	20	2	1	21	Iron.				
Do.	10, "	343	11	3	0	Rails,				
Do.	17, "	213	11	0	0	Rails,				
Do.	" "	31	19	3	6	Chairs,	May 15, 1858,	"	Robt. Reed, Esq. by tender; (see his Correspondence herewith.)	17s. 6d. "
Do.	" "	10	0	0	0	Spikes,				
Middleton,	Mar. 15, 1858,	264	16	3	0	Rails,				
Imperial,	Apr 13, "	973	18	3	0	Rails,				
Do.	" "	20	10	0	0	Chairs,	14, "	"		12s. 6d. "
Do.	" "	21	6	0	0	Tyres, Beams,				
Do.	" "	16	8	1	0	Girders,	.. ..	Shediac,	.. ..	15s. "
Montezuma*	26, "	515	0	0	0	Rails,				
Do.	" "	29	2	0	0	Chairs,	.. ..	St. John,	.. ..	17s. 6d. Stg. ton.
Boadicea,	June 4, "	10	1	3	0	Pig Iron,				
Do.	12, "	235	2	2	21	Rails,				
Do.	" "	70	18	0	0	Chairs,				
Do.	" "	48	10	2	12	Bridge mater'l)	July 25, 1858,	"		12s. 6d. "
W. Carvell,	July 2, "	31	17	2	25	Girders,				
Middleton,†	19, "	125	7	3	15	Girders,	Aug. 13, "	"	Baring Bros. & Co. by private tender,	15s. "
Martha,	Aug. 6, "	179	2	1	7	Rails,	Sep. 4, "	"		15s. "
Do.	" "	3	10	1	7	Axles,	16, "	"	do.	12s. 6d. "
Do.	" "	19	1	0	18	Loco. material)				
Lampedo,	24, "	22	9	0	20	Rails,	Oct. 1, "	"	do.	10s. "

*£12 14 2 Currency claimed and received for damage on "Montezuma's" cargo. The damage was slight; some of the Rails being bent in consequence of cargo shifting in a gale. The owners, though not legally liable, paid the above amount rather than extend the protest.

† In taking an account of the Girder plates received per Ship "Middleton," on 4th September, 1858, some were found missing, and the freight £98 14 11 Sterling, has been retained until it can be ascertained whether there is any deficiency.

No. 38.—"A plan of the Station grounds and road, or right of way from Mill Street, in the City of Saint John, to Gilbert's Island, in the immediate vicinity of the City, as laid out and recorded in July or August, 1857."

Two copies of this plan as recorded on 1st August, 1857, accompany this Report.

The following additional article was added by the Hon. J. H. Gray, Chairman of Committee, on the 7th March, 1859 :

No. 39.—"Statement wanted of all Contracts, with names of sureties, relating to Section No. 5, Salisbury, and all sums paid thereon, to whom and for what purpose, shewing a detailed account of items, the reason 'why it is not in a satisfactory state,' whether under the control of Walker & Co., if not, to whom re-let, and for what sum, whether by tender or otherwise, and all particulars relating thereto."

Section 5, Salisbury, was let to Messrs. Walker & Co. on 15th December, 1857. The sureties were E. L. Thorne, Wm. T. P. Lee, and Adam Young, of Saint John. At page 10 of General Report will be found a statement of the amount paid on Contract.

The following Reports by the Chief Engineer will explain the state of the Section :

"Saint John, November 9, 1858.

"R. JARDINE, Esquire,

"SIR,—I beg to report for the information of the Government, that the rate of progress on Section 5, Salisbury district, is not such as to secure the completion at the time specified in the Contract.

For your better guidance I would state that the amount of contract is £25,172 17 9

Estimate for work done to 1st instant, is 7,423 7 6

Yet to do, £17,749 10 3

The time for working the Contract was 22 mos.

Already expired, 10 mos.

Yet unexpired, 12 mos.

I have the honor to be, Sir, your obedient servant,

ALEX. L. LIGHT."

“ Engineer’s Office, November 19, 1858.

“ ROBERT JARDINE, Esquire, Chief Commissioner.

“ SIR,—In answer to your application for further reasons for the adoption of coercive measures on Section 5, Salisbury District, I would state that I consider the information conveyed in my letter of the 9th instant, to you (a copy of which I herewith enclose, and beg to refer you to) alluding particularly to the proportionate progress of the work and the time elapsed, as sufficient reason for abandonment of the Contract as clearly provided for in the Contract and Specification.

“ For your further information I would remark, that the works are in a backward and unsatisfactory state, and unless very energetic measures are immediately adopted to retrieve the time wasted, it will be impossible to complete the work within the specified time; moreover any delay in this Section will have a prejudicial effect upon the completion of the new Sections lately put under Contract between Salisbury and Sussex Vale, as all the material, including the Rails and Iron Bridges, &c. amounting in the aggregate to some 3000 tons, must be carted at greatly increased expense, if the contiguous Sections east and west, are not completed according to Contract.

“ To give an adequate idea of the delay that has arisen on this Section, it will be necessary somewhat to enter into a history of this work which was given to the Messrs. Walkers in December 1857, although the Contract was not actually signed before the February following; this however was a matter of no moment, as very few of the Contractors on this Letting did any work worth mentioning prior to the opening of the Spring of 1858. The time for completing the Contract was fixed for the 1st day of November 1859, or something under two years, including the favourable seasons of both, which was considered ample time to complete the work in.

The total amount of Contract was	...	...	...	...	£25,172
Work actually done up to 1st November,	...	...	...	...	7,423
					£17,749
Still to do,	...	...	...	...	£17,749

“ By this it will be perceived that at the expiration of the first season’s operations less than one third of the easiest part of the gross amount of the work had been done.

“ In entering more into the details of the work the result of the investigation does not improve its appearance, as under the site of two of the heaviest earth embankments at Wortman’s and Nixon’s Brooks, *the keys of the whole work*, (and which under favourable circumstances and the most assiduous exertions will require the principal portion of the time allowed by the terms of the Contract to properly complete and consolidate prior to the laying of the Rails,) the Culverts have barely been commenced; in the first, a portion of the material has been delivered, but not one single stone laid; on the second, a portion of the material is delivered, and part of the foundation is laid.

“ These Culverts being laid in Hydraulic Cement cannot be built during the Winter, and therefore will not be finished at the earliest possible period before July, 1859, and until they are completed the heavy earthen Embankments, the first upwards of 80,000, and the second of 40,000 cubic yards, which are to cover the Culverts can progress but little further. The chief necessity for interference in this case arises from the circumstance that at the eastern end of this Section the best ballast pit is to be had on this or either of the three adjoining Sections, and until the Culvert and Embankment at Nixon’s, containing as already stated upwards of 40,000 cubic yards, are completed, this ballast cannot be used.

“ Fully aware of all these facts, the Contractor has allowed these Culverts to be neglected, notwithstanding the *repeated notifications* and *entreaties* of the Assistant Engineer in charge of the Section to prosecute these *governing* portions of the work more vigorously.

“ In consequence of this neglect I recommend that the above work be taken out of their hands, as the Contract provides.

I remain, Sir, your obedient servant,

(Signed)

ALEX. L. LIGHT.”

On reference to the 6th Section of Conditions of Contract, it will be seen “that if by the Report of the Engineer or Superintendent employed by the Government in their behalf, it shall appear that the establishment and rate of progress at and in the said work are not such as to ensure the completion of the same within the time herein prescribed, Her said Majesty shall have the power at her discretion, by the Chief Engineer aforesaid, or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work or any part thereof out of the hands of the parties of the first part, and to re-let the same to any Contractor or Contractors without its being previously advertised, or employ additional workmen, and provide materials, tools, and other necessary things at the expense of the parties of the first part.”

The following letters will give the remainder of the information asked for :

“ Saint John, November 19, 1858.

“ SIR,—I enclose for the information of the Government copy of Report of the Chief Engineer respecting the state of Section 5, Salisbury, of the Railway, and the Commissioners have to recommend

mend that in accordance with the sixth condition of the Contract, this work be taken from the present Contractors, Messrs. Walker & Co., and re-let to the next lowest bidders, Messrs. M'Bean and M'Donald, who are willing to take it at their Tender, to take effect on 1st January, 1859.

I am your obedient servant,

R. JARDINE.

Hon. S. L. Tilley, Provincial Secretary."

"Secretary's Office, 13th January, 1859.

"SIR,—Your letter of the 19th November last enclosing Report of the Chief Engineer respecting the state of Railway, Section No. 5, Salisbury, and recommending that the work be taken from the Contractors of that Section and given to M'Bean & M'Donald, having been under consideration of His Excellency the Lieutenant Governor in Council, I am directed to inform you that the same has been fully approved.

I have the honor to be, Sir, your obedient servant,

S. L. TILLEY.

R. Jardine, Esquire, Railway Chairman, Saint John."

The transfer of this Section was made in accordance with the above, and it is not at present known that any additional cost will be incurred thereby.

Respectfully submitted.

By order of the Board.

R. JARDINE, *Chairman.*

R. W. CROOKSHANK, *Secretary.*

EUROPEAN AND NORTH AMERICAN RAILWAY.

BALANCE SHEET--To 31st October, 1858.

							Dr.				
Engineering,	...	...	...	...	...	...	£35,407	15	2	
Permanent Way,	...	...	...	...	...	...	193,886	17	6	
Buildings,	...	...	...	...	...	...	17,874	13	5	
Rolling Stock and Machinery,	...	...	...	...	...	...	42,885	5	11	
Miscellaneous Stock,	...	...	...	...	...	...	1,563	9	2	
General Expenses,	...	...	...	...	...	...	5,851	8	3	
											£297,469 9 5

CONTRACT ACCOUNTS.

Walker & Co.	Sec. 5, St. John,	...	...	...	...	...	£30,285	5	1	
Do.	6, do.	£16,489	9	7	...	...	12,079	3	4			
Do.	5, Salisbury,	3,630	7	0	...	...	6,270	10	3			
Do.	3, Moncton,	...	...	...	...	...	1,455	17	2	
John Brookfield,	4, St. John,	353	9	7	...	...	15,272	3	8			
Do.	Station, "	...	...	...	...	...	2,186	13	9	
D. P. Myers,	Sec. 2,	2,479	2	9	...	...	38,598	11	10			
Do.	8, Hampton,	1,423	13	5	...	...	10,340	17	11			
Small & Crosby,	Hammond River Viaduct,	6,267	16	0	...	...	9,112	1	9			
M'Donald & M'Bean,	Sec. 4, Salisbury,	7,006	7	7	...	...	13,330	6	9			
Johnston & Blackie,	7, Hampton,	6,065	0	6	...	...	14,333	18	4			
Thomas King,	9, Norton,	2,423	19	11	...	...	4,205	3	9			
Wm. Stevens,	14, Sussex,	...	...	...	...	...	3	0	0	
Fleming & Humbert,	Locomotives,	...	...	...	...	...	497	9	8	
Morton & Earle,	Fencing,	...	...	...	...	...	1,186	9	4	
Frederick James,	Passenger Cars,	...	...	...	...	...	1,498	1	11	
George Craig,	Tugs and Switches,	262	7	1	...	...	65	0	0			
							£66,401	13	5		£160,720	14	6	
														207,122 7 11

SUNDRY ACCOUNTS.

A. Smithers,	...	...	...	...	...	...	£37	2	3	
John R. Marshall,	...	...	...	...	...	...	15	13	7	
James Whitney,	...	...	...	...	...	...	16	3	1	
R. C. Scovil,	...	...	...	...	...	...	37	12	7	
General Store Account,	...	...	...	...	...	...	5,177	7	11	
Do.	No. 2,	...	...	...	...	...	14,762	6	6	
Cordwood Account,	Saint John,	...	...	...	...	...	217	10	0	
Do.	Shediac,	...	...	...	...	...	238	1	0	
Traffic Department,	...	...	...	...	...	...	447	16	0	
Cash,	...	...	...	...	...	...	154	0	3	
														21,103 13 2
														£525,695 10 6

Cr.

Province Treasurer's advance,	...	...	...	...	...	...	£517,618	6	2	
Bank of New Brunswick, overdrawn,	...	...	...	...	...	...	216	16	9	
Baring Brothers, balance of Account,	...	...	...	...	...	...	7,109	1	0	
J. Walker,	...	...	...	...	...	...	£2	3	3	
G. F. Thompson,	...	...	...	...	...	...	1	10	0	
														3 13 3
Revenue Account, Balance,	...	...	...	...	...	...	747	19	4	
														£525,695 10 6

ENGINEERING.

Date.	Nature of Voucher.	Salaries and Office Expenses.	Surveying.	Travelling and Incidentals.	Instruments and Drawing Materials.	Inspectors.	Miscellaneous.	Total.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1858.								
Oct. 31.	Balance per former Account,	14,900 16 4	11,878 3 9	6,179 19 7	506 15 9	1,573 17 6	468 0 6	35,507 13 5
	GENERAL STORE ACCOUNT.							
	Amount ascertained depreciation in Surveying Instruments and Camp Equipage, .. .. .	.. .. .	67 2 4	.. .. .	.. .. .	.. .. .	.. .. .	67 2 4
	REVENUE ACCOUNT.							
	Atkinson's time inspecting Shediac Wharf, charged Walker & Co. .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	40 0 0	.. .. .	40 0 0
	Deduct—							
	GENERAL STORE ACCOUNT.	14,900 16 4	11,945 6 1	6,179 19 7	506 15 9	1,613 17 6	468 0 6	35,614 15 9
	Survey Instruments, &c. on hand, not in use, .. .. .	.. .. .	109 16 1	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	Horses, Harness, &c. on hand, for use of Engineers, .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	97 4 6	.. .. .
	Adjusted Balance,	£14,900 16 4	11,835 10 0	6,179 19 7	506 15 9	1,613 17 6	370 17 6	35,407 15 2

PERMANENT WAY.

Date.	Nature of Voucher.	Labour by Contract or otherwise.	Rails, Chains, Ties, Signals, &c.	Land Damage.	Miscellaneous.	Total.
		£ s d	£ s d	£ s d	£ s d	£ s d
1858	Balance per former Statement.	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Oct. 31.	General Store Account, Rails and Chains per Middleton, Carriage and Expense of Rails,	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	Revenue Account, Amount paid Gallagher, Wm. Steadman & W. Master's time, Inspecting Sleepers, Use of Engines, Drivers, Firemen, time taking down Slopes, &c. from 4th May to 5th August 1857.	198 0 0	3 3 5	.. .. .	.. .. .	198 0 0
	Building Account, Sundries per Walker's Settlement, Sec. No. 1, Shedline. Amount of depreciation on old Buildings in the purchase from Jackson & Co., sold, destroyed, &c.	.. .. .	275 0 0	.. .. .	.. .. .	275 0 0
	General Store Account, Sundry materials used in construction of Road, Wood charged in error, Sundries, Proportion of depreciation in value of Machinery used in construction of Road,	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	Deduct—	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	CORDWOOD ACCOUNT.	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	Amount included in Sumner's Contract for } brushing and cleaning Sections 4, 5 & 6, } Salisbury—Bill of Wood, Saint John, } Sundry Bills, Sawing Wood, Shelinc, } GENERAL STORE ACCOUNT.	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	Sundry Bills per Pine Timber, Cement, &c. and Labour thereon,	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	GENERAL STORE ACCOUNT, No. 2.	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	Sundry Invoices and Bills, Rails, Chains and Spikes, and Duties, } Freight, &c. on the same, } GENERAL STORE ACCOUNT.	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	Sundries from Fleming & Humbert, Do. C. B. Rickard & Co.	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	GENERAL STORE ACCOUNT, No. 2.	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	For Rails, Chains and Spikes, &c. supplied, Do. do. on hand, not in use, SUNDRY ACCOUNTS.	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	Amounts formerly charged this Account, now reversed until final settlement of Contracts, viz :	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	D. P. Myers, Section 2, Saint John,	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	John Brookfield, " 4, "	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	Walker & Co. " 5, "	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	Ditto, " 6, "	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	Small & Co. Hammond River Viaduct,	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	Adjusted Balance,	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
		138,540 18 8	87,027 4 0	19,331 17 9	19,125 5 11	261,024 6 4
		37,361 19 7	30,003 13 11	0 0 0	2,772 15 4	70,138 8 10
		£101,178 19 1	57,023 10 1	19,331 17 9	16,352 10 7	193,886 17 6

BUILDINGS.

Nature of Voucher.	Terminal Stations.	Stations.	Way Stations.	Wharves.	Miscellaneous.	Total.
1858—Oct. 31.	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d
Balance per last Statement,	3,755 6 10	6,355 1 5	316 3 8	9,177 0 6	227 6 6	19,830 18 11
Deduct from No. 2, Sundries,	0 0 0	543 11 0	0 0 0	0 0 0	0 0 0	0 0 0
Add to 1 and 6, do.	94 2 6	0 0 0	0 0 0	0 0 0	449 8 6	0 0 0
	3,849 9 4	5,811 10 5	316 3 8	9,177 0 6	676 15 0	
GENERAL STORE ACCOUNT.						
Sundry materials furnished,	0 0 0	25 3 2	8 9 10	61 3 11	0 0 0	94 16 11
	3,849 9 4	5,836 13 7	324 13 6	9,238 4 5	676 15 0	19,925 15 10
Deduct—						
General Store Account.						
Large Lump, No. 4, £20 10 0						
Sundry materials, " 6, 2 15 0						
Permanent Way, No. 1.						
Amount paid Gallagher, " 4, 192 0 0						
Permanent Way, No. 4.						
Sundries from Walker, Settlement Ser. No. 1, Shellicae, viz:						
Expenses of Station Yd., 214 19 0						
Masonry of Time Tables, 117 0 0						
Ballasting, &c. 180 17 2						
Am't. of depreciation in old Buildings included in purchase from Jackson & Co. 1,317 1 3						
No. 2, £1,829 17 5	.. ..	1,829 17 5	.. ..	218 10 0	2 15 0	2,051 2 5
Adjusted Balance,	£ 3,849 9 4	4,006 16 2	324 13 6	9,019 14 5	674 0 0	17,874 13 5

ROLLING STOCK AND MACHINERY.

Nature of Voucher.	Engines and Tenders.	Spare Gear.	Tools and Implements.	Snow Ploughs	Stationary Engines.	Passng. Cars.	Freight Cars.	Platform Cars	Ballast Cars.	Miscellaneous.	Total.
1858—Oct. 31.											£ s d
Balance per former Statement, .. .. .	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	48,780 1 5
Deduct—											
GENERAL STORE ACCOUNT.											
Whole amount transferred to this Account, .. .. .	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	48,780 1 5
TO GENERAL STORE ACC'T.											
Ascertained cost of Rolling Stock now on the Road in actual use,	£ 18,296 1 2	1,412 3 8	1,653 7 9	505 0 0	570 13 0	5,547 3 10	3,213 13 11	4,722 15 10	6,772 0 0	262 6 9	42,885 5 11

MISCELLANEOUS STOCK.

Nature of Voucher.	Furniture in General Offices.	Furniture in Stations.	Horses, Harness, &c. for Engineers.	Total.
1858.				
October 31. Balance per former Statement, .. .. .	.. ..	.. ..	.. ..	£1,225 12 8
Deduct—				
GENERAL STORE ACCOUNT.				
Whole amount transferred to this Account, .. .. .	.. ..	.. ..	.. ..	1,255 12 8
TO GENERAL STORE ACCOUNT.				
For ascertained value of Stock on hand, ..	£966 6 6	£351 16 2	£245 6 6	£1,563 9 2

GENERAL STORE ACCOUNT No. 2.

Oct. 31. To Balance per former Statement, ...	£24,279 11 2	Oct. 31. By Invoice Rails, &c. per Middleton, ...	£2,994 12 0
<p><i>Permanent Way, No. 2.</i></p>			
Sundry Invoices of Rails, Chains, &c. ...	8,342 14 11	Rails, Chains and Spikes supplied the following Sections, viz:	16,268 2 4
Rails, Chains, &c. supplied Contractors, ...	7,635 4 2	Walker & Co. Sec. 5 & 6, St. John, ...	3,609 8 2
Do. do. on hand at date, ...	14,762 6 6	Ditto, " 5, Salisbury, ...	1,423 13 5
		D. P. Myers, " 8, St. John, ...	6,879 13 1
		M. Bean & M. Donald, " 6, Salisbury, ...	353 9 7
		John Brookfield, " 4, St. John, ...	6,044 11 6
		Johnston & Blackie, " 7, Hampton, ...	2,415 13 5
		Thomas King, " 9, do. ...	80 12 10
		Fleming & Humbert, Locomotives, ...	187 13 11
		George Craig, Frogs and Switches, ...	14,762 6 6
	£45,019 16 9	Balance, ...	£45,019 16 9

CORDWOOD ACCOUNT.

SAINT JOHN.

Oct. 31. To Balance per last Statement, ...	£552 10 11	Oct. 31. By Locomotive Power, Consumption of Engines, ...	£105 2 11
Permanent Way, No. 4, Bill of Wood, ...	31 18 0	General Store Account, Amount from P. Way, ...	264 16 0
	£587 8 11	Balance on hand, ...	217 10 0
			£587 8 11

SHEDIAC.

Oct. 31. To Balance per last Statement, ...	£342 15 8	Oct. 31. By Locomotive Power, Consumption of Engines, ...	£284 17 5
Permanent Way, 900 Cords Wood, included in Sumner's Account, Brushing, &c. ...	106 17 6	General Store Account, Amount from P. Way, ...	25 9 4
Locomotive Power, Sundries, ...	39 17 10	Balance on hand, ...	238 1 0
Permanent Way, do. ...	58 16 9		
	£548 7 9		£548 7 9

CONTRACT ACCOUNTS.

WALKER & CO.—SECTION No. 5, SAINT JOHN.

Oct. 31.	To Advances per last Statement, ...	£22,715 17 9	Oct. 31.	By Balance, ...	£30,285 5 1
	Permanent Way—This sum formerly credited, now reversed until final settlement, ...	5,776 17 4			
	Amount from Account Sec. 5, Salisbury, ...	1,455 0 0			
	Revenue Account.				
	For Driver and Firemen's time, running "St. John" at Wetmore's Lake, ...	123 0 0			
	Do. do. Kennebecasis, ...	214 10 0			
		<u>£30,285 5 1</u>			

WALKER & CO.—SECTION No. 6, SAINT JOHN.

Oct. 31.	To Advances per last Statement, ...	£9,043 0 11	Oct. 31.	By Balance, Advances, ...	£12,079 3 4
	Permanent Way, No. 1.			Rails, Chain, &c. for Sections No. 5 & 6, ...	16,489 9 7
	This sum formerly credited, now reversed until final settlement, ...	2,709 14 9			
	General Store Account, No. 2.				
	Rail and Chain, &c. supplied, ...	16,268 2 4			
	General Store Account.				
	Sundries, Plant and Materials, ...	547 14 11			
		<u>£25,568 12 11</u>			

WALKER & CO.—SECTION No. 5, SALISBURY.

Oct. 31.	To Advances per last Statement, ...	£7,191 10 11	Oct. 31.	By Section No. 5, Saint John, ...	£1,455 0 0
	General Store Account.			Balance, Advances, ...	6,270 10 3
	For Plant and Materials, ...	554 18 2		Rails, Chains, &c. ...	3,630 7 0
	General Store Account, No. 2.				
	For Rails and Chains, &c. ...	3,609 8 2			
		<u>£11,355 17 3</u>			

BALLASTING.—WALKER & CO.—SECTION No. 3, BEND.

Oct. 31. To Balance per last Statement, Revenue Account.	...	£1,331 17 2	Oct. 31. By Balance,	...	£1,455 17 2
Driver's and Firemen's time, use of Engine, &c.	124 0 0				
		<u>£1,455 17 2</u>			<u>£1,455 17 2</u>

JOHN BROOKFIELD.—SECTION No. 4, SAINT JOHN.

Oct. 31. To Advances per former Statement, Permanent Way, No. 1.	...	£6,681 1 4	Oct. 31. By Balance, Advances, Rails, Chains, &c.	...	£15,272 3 8
This sum formerly charged Permanent Way, now reversed until final settlement,	...	8,111 17 0		...	353 9 7
General Store Account.	...	183 5 4			
Sundry Plant and Materials, Revenue Account.	...	...	
Use of "Petticodiac" and "Loostank" Engines, Driver and Firemen's time,	...	296 0 0			
General Store Account, No. 2.	...	353 9 7			
Rails, Chains, &c.	...	...	
		<u>£15,025 13 3</u>			<u>£15,025 13 3</u>

D. P. MYERS.—SECTION No. 2, SAINT JOHN.

Oct. 31. To Advances per former Statement, Permanent Way, No. 1.	...	£21,388 10 8	Oct. 31. By Fleming & Humbert, Plates, &c.	...	£12 8 2
This sum formerly charged Permanent Way, now reversed until final settlement,	...	18,800 10 8	Balance, Advances, Rails and Chains,	...	38,598 11 10
General Store Account.	...	159 6 5		...	2,479 2 9
Plant and Materials, Revenue Account.	...	...	
Passages of Labourers, &c. per Trains,	...	275 0 0			
Proportion of expenses repairs of Ballast Cars, &c. used by him in construction,	...	93 15 0			
Use of "St. John" and "Petticodiac" Engines, Driver's and Firemen's time, &c.	...	373 0 0			
		<u>£41,090 2 9</u>			<u>£41,090 2 9</u>

D. P. MYERS.—SECTION No. 8, SAINT JOHN.

Oct. 31.	To Amount Advances per last Statement, General Store Account, No. 2.	£10,340 17 11	Oct. 31.	By Balance, Advances, Rails, Chains, &c.	£10,340 17 11
	Rails, Chains, &c.	1,423 13 5			1,423 13 5
		<u>£11,764 11 4</u>			<u>£11,764 11 4</u>

SMALL & CROSBY.—HAMMOND RIVER VIADUCT.

Oct. 31.	To Balance per last Statement, Permanent Way No. 1.	£13,793 10 9	Oct. 31.	By Balance, Advances, Rails, Chains, &c.	£9,112 1 9
	This sum formerly charged Permanent Way, now reversed until final settlement,	1,578 17 0			6,267 16 0
	General Store Account.	7 10 0			
	Cement,				
		<u>£15,379 17 9</u>			<u>£15,379 17 9</u>

JOHNSTON & BLACKIE.—SECTION No. 7, HAMPTON.

Oct. 31.	To Advances per last Statement, General Store Account, No. 2.	£14,354 7 4	Oct. 31.	By Balance, Advances, Rails, Chains, &c.	£14,353 18 4
	Rails, Chains, &c.	6,044 11 6			6,065 0 6
		<u>£20,398 18 10</u>			<u>£20,398 18 10</u>

THOMAS KING.—SECTION No. 9, NORTON.

Oct. 31.	To Advances per former Statement, General Store Account, No. 2.	£4,213 10 3	Oct. 31.	By Balance, Advances, Rails, Chains, &c.	£4,205 3 9
	Rails, Chains, &c.	2,415 13 5			2,423 10 11
		<u>£6,629 3 8</u>			<u>£6,629 3 8</u>

M'DONALD & M'BEAN.—SECTION No. 4, SALISBURY.

Oct. 31. To Advances per last Statement, General Store Account, No. 2.	£13,457 1 3	Oct. 31. By Balance, Advances, Rails, Chains, &c.	£13,330 6 9
" " " " " "	...	" " " " " "	...
" " " " " "	6,879 13 1	" " " " " "	7,006 7 7
" " " " " "	£20,336 14 4		£20,336 14 4

FLEMING & HUMBERT.—LOCOMOTIVES.

Oct. 31. To Advances per last Statement, D. P. Myers, Section 2,—5 Iron Plates, per Bodaicea, charged him in error, General Store Account.	£392 2 8	Oct. 31. By Balance,	£497 9 8
" " " " " "	12 8 2		
" " " " " "	12 6 0		
" " " " " "	80 12 10		
" " " " " "	£497 9 8		£497 9 8

GEORGE CRAIG.—FROGS AND SWITCHES.

Oct. 31. To Balance per last Statement, General Store Account, No. 2.	£139 13 2	Oct. 31. By Balance, Advances, Rails, Chains, and Iron,	£65 0 0
" " " " " "	187 13 11	" " " " " "	262 7 1
" " " " " "	£327 7 1		£327 7 1

FREDERICK JAMES.—PASSENGER CARS.

Oct. 31. To Balance per last Statement, General Store Account.	£1,356 10 9	Oct. 31. By Balance,	£1,498 1 11
" " " " " "	141 11 2		
" " " " " "	£1,498 1 11		£1,498 1 11

ALFRED SMITH.—CEMENT, &c.

Oct. 31. To General Store Account,—250 barrels Cement, per Isath, twice credited, now reversed,	£64 14 6	Oct. 31. By Balance per last Statement, Balance,	£27 12 3
" " " " " "	£64 14 6	" " " " " "	37 2 3
" " " " " "	£64 14 6		£64 14 6

REVENUE ACCOUNT.

Oct. 31. To Balance of Locomotive Power Account,	£4,294	17	10	Oct. 31. By Amount per last Statement,	£5,498	1	8
Do. Merchandise and Passenger Cars,	1,380	10	9	<i>General Store Account.</i>	...	...	...
Do. Maintenance of Way and Buildings,	327	13	9	Carrriage and expenses on Sundries, ...	127	3	10
Do. General Charges,	1,306	12	1	Carrriage of Rails, Permanent Way,	3	3	5
Balance,	747	19	4	R. C. Scovil, balance from last year,	0	7	3
				D. P. Myers, Sec. No. 2, Saint John,	741	15	0
				Walker & Co. " 5,	337	10	0
				John Brookfield, " 4, "	296	0	0
				<i>Traffic Department.</i>	...	...	...
				Amount not yet received,	21	13	3
				<i>Engineering Account.</i>	...	...	...
				Atkinson's time, Inspecting Shed Wharfs, ...	40	0	0
				<i>Permanent Way.</i>	...	...	...
				Steadman's time, Inspecting Sleepers, ...	50	0	0
				Use of Engine, Driver's and Firemen's time,	...	...	...
				taking down Slopes, &c. Section 3, ...	275	0	0
				Walker & Co. Section 3, Bend,	124	0	0
				<i>Permanent Way.</i>	...	...	...
				Proportion of depreciation in value of Machinery used in construction of Road, Section 1 & 2, Shediao,	66	16	7
				Amount not yet received,	426	12	9
					£8,007	13	9
					£8,007	13	9

“ Fredericton, March 25th, 1859.

“ SIR,—In accordance with your letter of 23rd instant, in which I am requested to furnish in writing the explanation I had given verbally to the Committee of the Legislative Council of the differences in the classification between the balance sheet in the Report of the Commissioners, and that submitted to the House of Assembly by the Auditor General, I have to make the following statements:—

“ On reference to the Report at page 11, it will be observed that the expenditure on the European and North American Railway has been as follows:—

1856.					
July	6.	Paid Peto & Co. for Work, Plant, and Materials,	...	...	£108,000 0 0
1857.					
April	1.	Expenditure under the Government,	...	...	58,452 11 11
August	15.	Expenditure under first Commissioners,	...	...	41,344 11 7
1858.					
October	31.	“ “ present Commissioners,	...	...	317,292 15 0
					£525,089 18 6

“ The books in which the expenditure to 1st April 1857 was recorded were kept in the simplest form of single entry.

“ The ordinary system of mercantile book-keeping by double entry was introduced by the first Commissioners, but up to the time the present Commissioners came into office no inventory had been taken of the property obtained from Messrs. Peto & Co., and there was no stock book to show where that or the property since purchased was to be found.

“ As soon as these facts had been ascertained the present Commissioners sent a person to Canada and the United States to obtain a knowledge of Railway book-keeping and traffic management, and on his return, and as soon as the traffic department had been organized he commenced to take an account of all the Railway property.

“ It having been decided to adopt the system of book-keeping used by the Grand Trunk Railway of Canada, a competent Accountant was employed and the books were made up from the period of the commencement of the Railway in July, 1856.

“ There being no vouchers in the office for the expenditure up to 1st April, 1857, duplicates not having been kept, entries had to be made from the books as they were which caused much delay and uncertainty, but from that period all entries were made directly from the vouchers.

“ It was not until October last that the books on the new system came up with the book-keeping on the former system which had been carried on simultaneously, and as the stock account and traffic books had to be made up after that time and the results incorporated in the new books, the last quarterly account and the general balance sheet of the whole expenditure on the Railway could not be got ready for the Auditor General before 13th January last.

“ On preparing the Accounts for the Report which has been published, it was thought desirable so as to give the fullest information possible to make some transfers from one account to another, and a balance sheet to conform was sent to the Auditor General on 15th February, and acknowledged in page 205 of the Journal.

“ The first balance sheet was however printed in the Journals at page 204, which renders it necessary to present the following statements explanatory of the differences in classification.

I am, Sir, your obedient servant,

R. JARDINE, *Chairman.*

Hon. W. H. Odell, Chairman Railway Committee, Legislative Council.”

STATEMENT

Shewing the difference between the Auditor's Report on page 204, Journals of House of Assembly, and the Statements of Capital and Revenue Accounts, page 6 Report of Railway Commissioners.

Amount of Expenditure, includ'g Capital and Revenue Acc'ts, per Auditor's Report, £530,473 5 1

Add—Additional Charges to Contractors, viz:—

D. P. Myers, use of Trains, Engines, and Ballast Cars,	...	£741 15 0
Walker & Co., use of Engines,	...	337 10 0
John Brookfield, do.	...	296 0 0
Walker & Co., Section 3, Bend, do.	...	124 0 0

PERMANENT WAY.

Use of Engines and Ballast Cars, taking down Slopes, &c., Bend and Shediac,	...	275 0 0
Proportion of depreciation in value of Machinery used in construction,	...	66 16 7

Carried forward,

£1,841 1 7 £530,473 5 1

	<i>Brought forward,</i>	£1,841 1 7	£530,473 5 1
GENERAL STORE ACCOUNT.			
Amount to Debit of A. Smithers, arising out of an error in his Account,		37 2 3	
Amount of Old Stores sold,	... ..	28 16 2	
TRAFFIC DEPARTMENT.			
Amount of Earnings not received at date,	... ..	447 16 0	
GENERAL STORE ACCOUNT.			
Amount charged for Carriage of Materials, &c.	... ..	127 3 10	
		<u>2,481 19 10</u>	
		£532,955 4 11	
Deduct—			
Amounts to Credit of Walker & Thomson,	... ..	3 13 3	
		<u>£532,951 11 8</u>	
AMOUNTS PER PAGE 6, RAILWAY REPORT.			
Total of Capital Account,	... ..	£525,691 17 3	
Total Debits of Revenue Account,	... ..	7,259 14 5	
		<u>£532,951 11 8</u>	

STATEMENT

On page 11, Railway Report, shewing expenditure to different periods is ascertained as follows, and is intended only to cover outlay for purpose of construction, not including the Revenue Account.

Total Amount of Capital Account as stated at page 6 Railway Report,	£525,691 17 3
Deduct—	
Cash and Traffic Department,	601 18 6
	<u>£525,089 18 6</u>

Engineering Accounts.

Amounts of Engineering Accounts as stated in Auditor's Report,	£35,507 13 5
Add—	
Amounts of depreciation in Surveying Implements and Camp Equipage, per General Store Account,	67 2 4
“ Atkinson's time as Inspector of the Shediac Wharf, per Revenue Account,	40 0 0
Total,	<u>£35,614 15 9</u>
Deduct—	
Amount Surveying Instruments on hand, and not in use, per General Store Account,	£109 16 1
Amount Horses, Wagons and Harness on hand for Engineers' use, per ditto,	97 4 6
	<u>207 0 7</u>
Amount per Railway Report,	<u>£35,407 15 2</u>

Permanent Way Account.

Amount of Permanent Way Accounts, as stated in Auditor's Report,	£255,729 3 9
Add—	
AMOUNTS TRANSFERRED FROM GENERAL STORE ACCOUNTS.	
Rails and Chairs per Middleton, used on finished Road,	£2,994 12 0
Sundry Materials furnished for construction of Road,	2,823 13 3
FROM BUILDINGS ACCOUNT.	
Amount paid T. C. Gallagher for wharfing part of Branch, Moncton,	198 0 0
Sundries per Walker's Settlement, (see their Account),	512 16 2
Amount of Depreciation and Loss on old Buildings included in the purchase from Jackson & Co.	1,317 1 3
	<u>£7,846 2 8</u>
<i>Carried forward,</i>	£255,729 3 9

		<i>Brought forward,</i>	£7,846 2 8	£255,729 3 9
FROM REVENUE ACCOUNTS.				
Amount charged for Carriage of Rails,	3 3 5	
Wm. Steadman, Station Master's time Inspecting Sleepers last winter,	50 0 0	
Amounts of Engine Drivers and Firemen's time and use of Engines, taking down Slopes, &c. from: 4th May to 5th August 1857, Moncton,	275 0 0	
FROM LOCOMOTIVE POWER.				
Amounts charged too much for Cordwood,	46 16 0	
FROM M. OF WAY AND BUILDINGS.				
Amounts charged at Saint John for Sundries,	8 3 11	
REVENUE ACCOUNT.				
Proportion of Depreciation in value of Machinery used in Construction,	66 16 7	
			8,296 2 7	
			£264,025 6 4	
Deduct—				
CHARGED CORDWOOD ACCOUNT.				
Amount included in Sumner's Contract for Brushing and Clearing Sections 4, 5 & 16, Salisbury,	£106 17 6	
" Sundry Bills, Sawing Wood, Shediac.	58 16 9	
" Voucher No. 20—Bill Wood, Saint John,	34 18 0	
CHARGED GENERAL STORE ACCOUNT.				
Amount Sundry Accounts P. P. Timber, Cement and Labor on same,	1,622 8 4	
" Sundries from Fleming & Humbert, and C. B. Record & Co., per Accounts,	597 5 11	
CHARGED GENERAL STORE ACCOUNT, NO. 2.				
Amount Sundry Invoices, Rails, Chairs, Spikes, Duties, Freights, &c.	8,342 14 11	
Rails, Chairs, and Spikes supplied unfinished Sections,	7,635 4 2	
Rails, Chairs and Spikes on hand,	14,762 6 6	
CONTRACT ACCOUNTS.				
Amounts formerly charged this Account now reversed until final settlement, viz :				
D. P. Myers, Section No. 2, Saint John,	18,800 10 8	
John Brookfield, " 4, "	8,111 17 0	
Walker & Co. " 5, "	5,776 17 4	
Do. " 6, "	2,709 14 9	
Small & Crosby, Hammond River Viaduct,	1,578 17 0	
			70,138 8 10	
Amount per Railway Report,			...	£193,886 17 6

Buildings Account.

Amount of Buildings Account as stated in Auditor's Report,	...	...	£19,830 18 11	
Add—				
FROM GENERAL STORE ACCOUNT.				
Amounts of sundry Materials furnished for buildings,	...	...	94 16 11	
			£19,925 15 10	
Deduct—				
CHARGED GENERAL STORE ACCOUNT.				
Amount of large Lamp and sundry Materials,	...	...	£23 5 0	
CHARGED PERMANENT WAY.				
Amount paid T. C. Gallagher for Wharfing Branch Road,	...	...	198 0 0	
Amount of expenses of Station yard, Masonry of Turntables, Fencing, &c.	...	...	512 16 2	
Amount of Depreciation and loss in old buildings included in Jackson purchase,	...	...	1,317 1 3	
			2,051 2 5	
Amount per Railway Report,			...	£17,874 13 5

Rolling Stock and Machinery.

Amount of Rolling Stock and Machinery in Auditor's Report, ...	£48,780	1	5
The whole of this Account charged to General Store Accounts, £48,780	1	5	
The ascertained value of the Stock now in use on Road, being there credited General Store Account and charged to this Account, 42,885	5	11	
The difference to be accounted for as General Stores constitutes the actual deduction, ...	5,894	15	6
Amount per Railway Report, ...	£42,885	5	11

Miscellaneous Stock.

Amount of Miscellaneous Stock as stated in Auditor's Report, ...	£1,225	12	8
The whole of this Account charged to General Store Account, £1,225	12	8	
The ascertained value of all articles applicable to this Account, and in use in the various offices and Stations being charged to this Account and credited to General Store Account, ...	1,563	9	2
The difference to credit of General Store Account constitutes the addition, ...	337	16	6
Amount per Railway Report, ...	£1,563	9	2

The amounts stated in the Auditor's Report as "General Stores," "Rails and Chairs," and "Cordwood," constitute the same Account as given in the Railway Report under the name of "General Stores on hand."

The Auditor reports as follows:—

Rails and Chairs Account, ...	£24,279	11	2
General Stores, ...	1,636	13	3
Cordwood, Saint John, ...	552	10	11
Do. Bend and Shediac, ...	342	15	8
	£26,811	11	0

Add—

FROM PERMANENT WAY.			
Sundry Invoices of Rails, Chairs, and Spikes, ...	£3,342	14	11
Amount of do. do. do. supplied Contractors, ...	7,635	4	2
Do. of Rails, Chairs, and Spikes on hand, ...	14,762	6	6
Do. P. P. Timber, Cement, &c. ...	1,622	8	4
Do. Sundries from Fleming & Humbert and C. B. Record & Co. ...	597	5	11
FROM BUILDINGS' ACCOUNT.			
Large Lamp and Sundries, ...	23	5	0
FROM ROLLING STOCK AND MACHINERY.			
Whole amount of this Account, ...	48,780	1	5
FROM MISCELLANEOUS STOCK.			
Whole amount of this Account, ...	1,225	12	8
FROM ENGINEERING ACCOUNTS.			
Horses, Wagons, Harness, &c. ...	97	4	6
Surveying Implements, &c. on hand, ...	109	16	1
FROM LOCOMOTIVE POWER.			
Amount of Tallow and Waste on hand, ...	85	9	4
FROM GENERAL CHARGES ACCOUNT.			
Amount paid for Tickets, Press, &c. ...	156	17	0
FROM REVENUE ACCOUNT.			
Carriage and expenses on sundry Materials, ...	127	3	10
FROM PERMANENT WAY.			
Amount of Wood, per Voucher No. 2, ...	34	18	0
900 Cords Wood, included in Sumner Contract for clearing and burning, ...	106	17	6
Sundry Bills—Sawing Wood, Shediac, ...	58	16	9
FROM LOCOMOTIVE POWER.			
Sundry Bills—Wood and Sawing, ...	39	17	10
	83,805	19	9
Carried forward,	£110,617	10	9

	<i>Brought forward.</i>	£110,617 10 9
Deduct—		
CHARGED PERMANENT WAY.		
Invoice Rails, &c. per "Middleton," ...	£2,994 12 0	
CHARGED CONTRACTORS, &c. viz :		
Walker & Co. Sections 5 and 6, Saint John, ...	16,268 2 4	
Do. do. 5, Salisbury, ...	3,609 8 2	
D. P. Myers, do. 8, Hampton, ...	1,423 13 5	
John Brookfield, do. 4, Saint John, ...	353 9 7	
M·Bean & M·Donald, Section 4, Salisbury, ...	6,879 13 1	
Johnston & Blackie, do. 7, Hampton, ...	6,044 11 6	
Thomas King, do. 9, do. ...	2,415 13 5	
George Craig, Rails and Chairs for making Frogs, ...	187 13 11	
Fleming & Humbert, Duties, &c. ...	80 12 10	
R. C. Scovil, sundries sold at Auction, ...	22 6 4	
A. Smithers, 250 barrels Cement, twice charged, ...	64 14 6	
ROLLING STOCK AND MACHINERY.		
Ascertained value of Stock on hand and in use on Road, ...	42,885 5 11	
MISCELLANEOUS STOCK.		
Furniture in General Office and Stations, ...	1,563 9 2	
BUILDINGS' ACCOUNT.		
Sundry Materials furnished, ...	94 16 11	
ENGINEERING ACCOUNT.		
For ascertained depreciation in Surveying Implements, &c. ...	67 2 4	
LOCOMOTIVE POWER.		
Oil, Tallow, Waste, &c., Shediac, ...	126 12 0	
" " " St. John, ...	279 17 0	
Merchandize and Passenger Cars, St. John, ...	13 17 4	
MAINTENANCE OF WAY AND BUILDINGS.		
Sundry Materials, ...	0 19 6	
GENERAL CHARGES.		
Tickets sold to date, ...	22 8 6	
Walker & Co., Section 5 and 6, St. John, Sundries, ...	547 14 11	
" " 5, Salisbury, " ...	554 18 2	
D. P. Myers, " 2, St. John, " ...	159 6 5	
F. James, Car Builder, " ...	141 11 2	
John Brookfield, Section 4, St. John, " ...	183 5 4	
Small & Crosby, Cement, " ...	7 10 0	
Fleming & Humbert, Sundries, ...	12 6 0	
Wm. Stevens, Sec. 14, Sussex, do. ...	3 0 0	
Permanent Way, " ...	2,823 13 3	
Locomotive Power, Wood, St. John, ...	105 2 11	
" " " Shediac, ...	284 17 5	
	<hr/>	90,222 5 4
Amount per Railway Report, ...	...	<hr/><hr/>£20,395 5 5
D. P. MYERS, SECTION No. 2, SAINT JOHN.		
Amount as stated in Auditor's Report, ...	...	£21,388 10 8
Add—		
Amount from Permanent Way formerly credited now reversed until final settlements, ...	£18,800 10 8	
GENERAL STORE ACCOUNT.		
Plant and Materials furnished, ...	159 6 5	
REVENUE ACCOUNT.		
Amounts charged him for use of Trains for his workmen, &c. ...	275 0 0	
Proportion of expenses Repair of Ballast Cars used by him in Construction, ...	93 15 0	
Use of St. John and Petitcodiac Engines, Driver and Fireman's time, &c. &c. ...	373 0 0	
	<hr/>	19,701 12 1
	<hr/> <hr/>	£41,090 2 9
	<i>Carried forward,</i>	

				<i>Brought forward,</i>	£41,090 2 9
Deduct—					
Amount charged Fleming & Humbert,	...	...	...		12 8 2
					<u>£41,077 14 7</u>
Of this—Amounts for Personal Advances, is	...	...	£38,598 11 10		
for Iron Bridge and Rails,	...	...	2,479 2 9		
Amount per Railway Report,	...	...	£41,077 14 7		<u>£41,077 14 7</u>

JOHN BROOKFIELD, SECTION No. 4, SAINT JOHN.

Amount as per Auditor's Report,	...	...	...	...	£6,681 1 4
Add—					
Amount formerly charged Permanent Way, now reversed until final settlements,	...	...	...	£8,111 17 0	
GENERAL STORE ACCOUNTS.					
Sundry Plant and Materials,	...	...	...	183 5 4	
Rails and Chairs, &c. for Construction,	...	...	...	353 9 7	
REVENUE ACCOUNTS.					
Use of Petticodiac and Loostauk Engines, Driver and Firemen's time, &c.	296	0	0—	8,944 11 11	
					<u>£15,625 13 3</u>
Personal Advances,	...	...	...	£15,272 3 8	
Rails, Chairs, &c.	...	...	...	353 9 7	
Amount per Railway Report,	...	...	...	£15,625 13 3	<u>£15,625 13 3</u>

WALKER & CO. SECTION No. 3, MONCTON.

Amount per Auditor's Report,	...	...	...	...	£1,331 17 2
Add—					
REVENUE ACCOUNT.					
Use of Engine, Drivers and Firemen's time, &c.	...	...	...	...	124 0 0
Amount per Railway Report,	...	...	...	...	<u>£1,455 17 2</u>

WALKER & CO. SECTION No. 5, SAINT JOHN.

Amounts per Auditor's Report,	...	...	...	...	£22,715 17 9
Add—					
Amount charged Permanent Way now reversed until final Settlement of Accounts,	...	...	...	£5,776 17 4	
Amount charged Section 5, Salisbury, in error,	...	...	...	1,455 0 0	
REVENUE ACCOUNT.					
Use of Engines St. John and Kennebecasis, Drivers and Firemen's time, &c.	...	...	...	337 10 0—	7,569 7 4
Amount per Railway Report,	...	...	...	...	<u>£30,285 5 1</u>

WALKER & CO. SECTION No. 6, SAINT JOHN.

Amount per Auditor's Report,	...	...	...	...	£9,043 0 11
Add—					
Amount charged Permanent Way now reversed until Settlements,	...	...	...	£2,709 14 9	
GENERAL STORE ACCOUNT.					
For Rails, Chairs and Spikes for use of Section No. 5 and 6,	...	...	...	16,268 2 4	
Sundry Plant and Material,	...	...	...	547 14 11—	19,525 12 0
					<u>£28,568 12 11</u>
Personal Advances,	...	...	...	£12,079 3 4	
Rails, &c., for Nos. 5 & 6,	...	...	...	16,489 9 7	
Amount per Railway Report,	...	...	...	£28,568 12 11	<u>£28,568 12 11</u>

WALKER & CO. SECTION NO. 5, SALISBURY.

Amount per Auditor's Report,	£7,191 10 11
Add—	
GENERAL STORE ACCOUNT.	
Plant and Materials, &c.	£554 18 2
Rails, Chairs, &c.	3,609 8 2
	<u>4,164 6 4</u>
	£11,355 17 3
Deduct—	
Amount charged in error should be Section 5, Saint John,	1,455 0 0
	<u>£9,900 17 3</u>
Personal Advances,	£6,270 10 3
Rails, Chairs, &c.	3,630 7 0
Amount per Railway Report,	<u>£9,900 17 3</u>

D. P. MYERS, SECTION NO. 8, HAMPTON.

Amount per Auditor's Report, being personal Advances,	£10,340 17 11
Add—	
Rails, Chairs, &c. for Construction,	1,423 13 5
Amount per Railway Report,	<u>£11,764 11 4</u>

SMALL & CROSBY, HAMMOND RIVER VIADUCT.

Amount per Auditor's Report,	£13,793 10 9
Add—	
Amount charged Permanent Way, now reversed until settlement,	£1,578 17 0
General Store Account for Cement,	7 10 0
	<u>1,586 7 0</u>
	£15,379 17 9
Personal Advances,	£9,112 1 9
Iron Girders, &c. for Bridges,	6,267 16 0
Amount per Railway Report,	<u>£15,379 17 9</u>

JOHNSTON & BLACKIE, SECTION 7, HAMPTON.

Amount per Auditor's Report,	£14,354 7 4
Add—	
GENERAL STORE ACCOUNT.	
Rails, Chairs, &c. for Construction,	6,044 11 6
	<u>£20,398 18 10</u>
Personal Advances,	£14,333 18 4
Rails, Chairs and Spikes,	6,065 0 6
Amount per Railway Report,	<u>£20,398 18 10</u>

THOMAS KING, SECTION 9, HAMPTON.

Amount per Auditor's Report,	£4,213 10 3
Add—	
General Store Account, Rails, &c.	2,415 13 5
	<u>£6,629 3 8</u>
Personal Advances,	£4,205 3 9
Rails, Chairs and Spikes,	2,423 19 11
Amount per Railway Report,	<u>£6,629 3 8</u>

MCDONALD & MBEAN, SECTION 4, SALISBURY.

Amount per Auditor's Report,	£13,457	1	3
Add—			
General Store Account, Rails, Chairs, &c.	6,879	13	1
	<u>£20,336</u>	<u>14</u>	<u>4</u>
Personal Advances,	£13,330	6	9
Rails, Chairs, &c.	7,006	7	7
Amount per Railway Report,	<u>£20,336</u>	<u>14</u>	<u>4</u>

FLEMING & HUMBERT.

Amounts per Auditor's Report,	£392	2	8
Add—			
Amount from D. P. Myers' Account, Section 2,	£12	8	2
GENERAL STORE ACCOUNT.			
For Axles, Wheels and Netting,	12	6	0
Duties and Freight of Material imported for Locomotives,	80	12	10
		<u>105</u>	<u>7</u>
Amount per Railway Report,	<u>£497</u>	<u>9</u>	<u>8</u>

FREDERICK JAMES.

Amount per Auditor's Report,	£1,356	10	9
Add—			
FROM GENERAL STORE ACCOUNT.			
Rubber Springs, Car Wheels, &c.	141	11	2
Amount per Railway Report,	<u>£1,498</u>	<u>1</u>	<u>11</u>

GEORGE CRAIG.

Amount per Auditor's Report,	£139	13	2
Add—			
GENERAL STORE ACCOUNT.			
For Rails and Chairs for making Frogs, &c.	187	13	11
		<u>£327</u>	<u>7</u>
Personal Advances,	£65	0	0
Rails, Chairs and Iron,	262	7	1
Amount per Railway Report,	<u>£327</u>	<u>7</u>	<u>1</u>

LOCOMOTIVE POWER ACCOUNT.

Amount per Auditor's Report,	£3,731	13	3
Add—			
FROM GENERAL STORE ACCOUNT.			
Oil, Tallow and Waste, Materials for repairing Engines, &c.	£406	9	0
Cordwood, Shediac,	£105	2	11
" St. John,	284	17	5—
		<u>390</u>	<u>0</u>
			<u>796</u>
			<u>9</u>
			<u>4</u>
		<u>£4,528</u>	<u>2</u>
			<u>7</u>
Deduct—			
Sundries charged Cordwood Account,	£39	17	10
Do. do. Permanent Way,	46	16	0
Do. do. M. & Passenger Cars,	59	7	10
Tallow and Waste on hand charged General Store Account,	85	9	4
R. C. Scovil, Cash paid him for labor, &c.	1	13	9—
		<u>233</u>	<u>4</u>
			<u>9</u>
Amount per Railway Report,	<u>£4,294</u>	<u>17</u>	<u>10</u>

MERCHANDIZE AND PASSENGER CARS.

Amount per Auditor's Report,	£1,261	8	2
Add—			
FROM GENERAL STORE ACCOUNT.			
Materials for repairing Cars,	£13	17	4
FROM LOCOMOTIVE POWER.			
Oil used by Cars,	59	7	10
		73	5
			2
			<u>£1,334 13 4</u>
Deduct—			
Amount charged R. C. Scovil, expense on Freight,		4	2
			7
Amount per Railway Report,	£1,330	10	9

MAINTENANCE OF WAY AND BUILDINGS.

Amount per Auditor's Report,	£334	18	2
Add—			
Sundries from General Store Account,		0	19
			6
			<u>£335 17 8</u>
Deduct—			
Sundries charged to Permanent Way Account,		8	3
			11
Amount per Railway Report,	£327	13	9

GENERAL CHARGES.

Amount per Auditor's Report,	£1,441	0	7
Add—			
FROM GENERAL STORE ACCOUNT.			
Amount of Tickets sold,		22	8
			6
			<u>£1,463 9 1</u>
Deduct—			
Ticket Press and Tickets charged to General Store Account,		156	17
			0
Amount per Railway Report,	£1,306	12	1

March 31st, 1859.

**Supplementary Report upon the Accounts of the Chief Commissioner of the
European and North American Railway.**

The Expenditure charged in the Accounts of the Chief Commissioner of Railways as Audited, (*vide* Auditor's Report No. 17, page 203,) includes Construction Expenses of running Cars, &c., whilst the Expenditure charged in the Report of the Railway Commissioners under the head of Capital Account, page 6, comprises only the expense of construction; the Construction Accounts can be verified in the following manner:—

The debit side of the Audited Account is	....	....	....	....	£530,463	5	1
Deduct—							
Revenue Account, being expense of running Cars, &c., page 204 Auditor's Report,	....	....	£6,769	0	2		
Smithers, Walker & Thompson's balances, introduced in both sides of the Audited Account, left out in Capital Account, Commissioner's Report,			31	5	6		
						6,800	5 8
To debit of Construction Account as Audited, omitting the £31 5 6,	....	....	....	....		523,662	19 5
In the Commissioner's Report, Revenue is credited with this sum,	....	....	....	....	£8,007	13	9
In Audited Account it is credited with this sum,	....	....	5,488	1	8		
Added to Capital Account in re-classifying the Accounts for the Commissioner's Report,	....	....	£2,519	12	1		
In the Commissioner's Report, Revenue expenditure is charged at	£7,259	14	5				
In Audited Account it is	....	....	6,769	0	2		
Taken from Capital Account in re-classifying the Accounts for Commissioner's Report,	....	....	490	14	3		
The difference is added to Capital Account in re-adjusting the Accounts for Commissioner's Report,	...	....	....	....		2,028	17 10
To debit of Capital Account as re-adjusted, see Commissioner's Report, page 6,	...	....	....	....	....	£525,691	17 3

J. R. PARTELOW, A. G.

FORM OF RAILWAY DEBENTURE.

APPROVED BY HIS EXCELLENCY THE LIEUTENANT GOVERNOR, NOV. 2nd, 1852.

PROVINCE OF NEW BRUNSWICK.



DEBENTURE £500, STERLING, TRANSFERABLE.

THE GOVERNMENT OF NEW BRUNSWICK promises to pay in London, to the Bearer, the sum of FIVE HUNDRED POUNDS Sterling, thirty years from and after the first day of January 1859: likewise the interest from the same date, at the rate of six per cent. per annum, to be paid half yearly, on the presentation of the proper Coupons for the same, as hereunto annexed, on the first day of January and the first day of July in each year, at the Office of BARING BROTHERS & COMPANY, in London.

IN TESTIMONY WHEREOF, I, the Lieutenant Governor, by virtue of the authority vested in me, in and by an Act of the General Assembly of the Province of New Brunswick, passed the twelfth day of April 1856, intituled "An Act to provide Funds for the construction of Railways," have hereunto set my Hand and Seal of Office, at Fredericton, in the said Province, and the Provincial Treasurer and the Commissioner of Authentication have countersigned the same this first day of January, in the year of our Lord one thousand eight hundred and fifty nine.

Lieut. Governor.

P. Treasurer.

Commissioner.

PROVINCE OF NEW BRUNSWICK.	PROVINCE OF NEW BRUNSWICK.
£15 Stg. Railway Debenture, No. Act 19 Vic. c. 16.	£15 Stg. Railway Debenture, No. Act 19 Vic. c. 16.
Fifteen Pounds Sterling, payable at the Office of Baring Brothers & Co. in London, being Six months Interest on the above Debenture, due on the 1st day of July, 1859.	Fifteen Pounds Sterling, payable at the Office of Baring Brothers & Co. in London, being Six months Interest on the above Debenture, due on the 1st day of July, 1860.
Commissioner.	Commissioner.
PROVINCE OF NEW BRUNSWICK.	PROVINCE OF NEW BRUNSWICK.
£15 Stg. Railway Debenture, No. Act 19 Vic. c. 16.	£15 Stg. Railway Debenture, No. Act 19 Vic. c. 16.
Fifteen Pounds Sterling, payable at the Office of Baring Brothers & Co. in London, being Six months Interest on the above Debenture, due on the 1st day of January, 1860.	Fifteen Pounds Sterling, payable at the Office of Baring Brothers & Co. in London, being Six months Interest on the above Debenture, due on the 1st day of January, 1861.
Commissioner.	Commissioner.

NOTE.—The Debentures contain Sixty Coupons each, in form and amounts as above.

REPORT OF RAILWAY POLICE MAGISTRATE.

(Copy)

Kennebecasis Station, February 19th, 1859.

SIR,—I beg to lay before you, for the information of His Excellency the Lieutenant Governor, a return of all the cases which has come before me for adjudication, under the Act of Victoria 21, Chapter 18, for the regulation of Railways, with the nature of the crimes of which they were accused, the fines imposed, and punishment awarded them.

Since my return, submitted to His Excellency on the 11th of February last, I have been obliged to increase the Police force from four to nine men, besides swearing in a number of Special Constables, which has increased the expense very considerably, but I found this absolutely necessary for the preservation of the peace.

A lock-up for the safe keeping of prisoners has been erected by the Railway Commissioners at Hampton and Salisbury Stations, which I have found very serviceable, and a great saving of expense; another lock-up is much required at Sussex, and probably one may be required somewhere about Sections thirteen or fourteen.

I have the men stationed in the following order: one at St. John Station, whose duty it is to go over the line as far as the Five Mile House at least once a day; one at the Nine Mile Station, who goes to the Appleby's Station to meet the nine o'clock train, and in the afternoon goes as far as Otty's crossing; two at Hampton Station, who look after the men at Sections seven and eight; two at the mouth of the Mill Stream, who look after Sections nine and ten; and three at Salisbury Station, who have charge of Sections four and five.

As the Spring opens and the different Contractors prosecute their work with more vigor, it may be found necessary to appoint more men, as the line of Railway between Sussex and Salisbury, a distance of thirty two miles, runs through a country where the facilities for the protection of settlers are anything but good.

The sale of Liquor in almost every shanty along the line is a great cause of disturbance, and I would again suggest the propriety of amending the License Law, in the manner I recommended in my Report last year, to apply to the Railway line during construction, as also paragraphs sixth and seventh of Section 13 of the Portland Police Act.

The men on the Works have been very quiet during the Winter, except at Salisbury, where considerable trouble has been experienced, but I consider this was caused in a great measure by the irregular manner the Contractors' paid on Section Five. I think the new Contractor will pursue a different course, and we shall have less trouble.

Respectfully submitted.

(Signed)

W. SCULLAR,
Railway Police Magistrate.

To the Honorable S. L. Tilley, Provincial Secretary, &c. &c.

Return of Criminal Cases tried before the Railway Police Magistrate.

Date 1853.	Name of Parties, and Cause of Complaint.	Judgment.	Amount paid.	Remarks.
May 8	The Queen vs Henry Lawlor.	For assaulting H. Mayners at Hampton on the 26th April.	Guilty.	£1 0 0 Fined. 0 10 0 Costs.
17	The Queen vs James Coakley.	For aiding and abetting H. Lawlor in his assault on Hugh Mayners.	Guilty.	0 10 0 Fined. 0 4 3 Costs.
17	The Queen vs Martin Coakley.	For aiding and abetting H. Lawlor in his assault on Hugh Mayners.	Guilty.	0 10 0 Fined. 0 5 0 Costs.
17	The Queen vs John Fitzgerald.	For drunken and disorderly conduct, Sunday May 16,	Guilty.	1 10 6 Fined.

Return of Criminal Cases tried before the Railway Police Magistrate.—Continued.

Date 1858.	Name of Parties, and Cause of Complaint.	Judgment.	Amount paid.	Remarks.
May 17	The Queen vs John M'Elroy.	For drunken and disorderly conduct, Sunday May 16,	Guilty.	£0 10 0 Fined.
	The Queen vs Jeremiah Ryan.	For drunken and disorderly conduct, Sunday May 16,	Guilty.	1 0 0 Fined. 0 10 6 Costs.
June 18	The Queen vs Ellen O'Connor.	For destroying part of the Railway Fence on 17th inst.	Guilty.	5 0 0 Fined.
19	The Queen vs Francis Olmsted.	For assaulting J. M'Ashe.	Discharged.	
July 5	The Queen vs Mich. Shaughnessy.	For assaulting J. Dougherty.	Guilty.	0 10 0 Fined.
16	The Queen vs Thomas Walsh and Martin Dinn.	For assaulting Mich. Lawlor on July 3rd.	Guilty.	5 0 0 Fined. 1 3 0 Costs.
22	The Queen vs William Starkey.	For drunken and disorderly conduct on Railway Train.	Guilty.	2 10 0 Fined.
22	The Queen vs John A. Fennety.	For drunken and disorderly conduct on the Cars, and striking a Policeman.	Guilty.	5 0 0 Fined. 0 10 0 Costs.
26	The Queen vs John Duffy.	For assaulting And. Dugan.	Guilty.	0 10 0 Fined.
Aug. 2	The Queen vs Ellen M'Gouy.	For assaulting Thomas Fitzpatrick.	Guilty.	2 0 0 Fined. 0 12 6 Costs.
2	The Queen vs Edward Welsh.	For drunken and disorderly conduct.	Guilty.	0 5 0 Fined. 0 3 6 Costs.
23	The Queen vs Patrick Morrissey.	For riding in the Cars and refusing to pay his fare.	Guilty.	0 10 0 Fined.
23	The Queen vs George Logan.	For assaulting D. O'Connell.	Discharged.	
27	The Queen vs Thomas Keefe.	For threatening language towards Con. Collins.		Cause dismissed.
27	The Queen vs Patrick Lawson.	For stealing sundry articles from Joshua A. Scribner.	Guilty.	4 months to the Penitentiary.
Sep. 2	The Queen vs S. & T. Connolly.	For assaulting Margaret Sullivan.	Discharged.	
17	The Queen vs John Quinn.	For assaulting Policeman Cuthbert at Moncton 10th instant.	Guilty.	7 19 7 Fined.
11	The Queen vs Hugh M'Pike.	For riding in the Cars and refusing to pay his fare.	Guilty.	1 0 0 Fined.
16	The Queen vs Thomas Smith.	For assaulting Ann Wilson at Moncton.	Guilty.	4 0 0 Fined. 0 17 0 Costs.
16	The Queen vs Jeremiah Murphy.	For resisting Policeman on duty at Moncton on 9th instant.	Guilty.	5 0 0 Fined. 1 8 6 Costs.

Return of Criminal Cases tried before the Railway Police Magistrate.—Continued.

Date 1858.	Name of Parties, and Cause of Complaint.	Judgment.	Amount paid.	Remarks.
Sep. 16	The Queen vs John Francis.	For assisting Prisoners to escape in a row at Moncton on the 9th instant.	Guilty.	£1 0 0 Fined.
20	The Queen vs Peter Kearney.	For assaulting M. Graham.	Guilty.	2 10 0 Fined.
20	The Queen vs Thomas Welsh.	For drunken and disorderly conduct on the Railway Train.	Guilty.	2 0 0 Fined. 0 15 6 Costs.
24	The Queen vs Thomas Murdock.	Charged with stealing money from Peter Dugan.	Discharged.	
Oct. 1	The Queen vs William Regan.	For refusing to pay his fare in the Cars.	Guilty.	0 5 0 Fined.
4	The Queen vs Joshua A. Scribner.	For assaulting Thos. Brown.	Guilty.	1 0 0 Fined. 0 8 6 Costs.
4	The Queen vs Patrick Archer.	For assaulting John Hall.	Guilty.	1 0 0 Fined. 0 8 6 Costs.
13	The Queen vs Michael King.	For refusing to pay his fare in the Cars.	Guilty.	0 10 0 Fined. 0 2 6 Costs.
25	The Queen vs Charles Elliott.	For drunken and disorderly conduct in the Cars.	Guilty.	1 0 0 Fined.
Nov. 8	The Queen vs Andrew Munnigan.	For assaulting John F. Day.	Guilty.	0 10 0 Fined. 0 5 0 Costs.
8	The Queen vs Peter Connor.	For assaulting John F. Day.	Guilty.	0 10 0 Fined. 0 5 0 Costs.
17	The Queen vs John Mallory.	For assaulting Robert Hard.	Guilty.	1 0 0 Fined. 0 8 6 Costs.
20	The Queen vs Michael King.	For assaulting M. O'Brien.	Discharged.	
24	The Queen vs James Mechan.	For entering the house of W. Alden and stealing sundry articles November 19th.		Com'd. to King's Co. Jail for trial at next Assizes.
25	The Queen vs Andrew Forrest.	For drunken and disorderly conduct in the Cars.	Guilty.	2 0 0 Fined. 0 10 6 Costs.
25	The Queen vs Edward Connoly.	For drunken and disorderly conduct in the Cars.	Guilty.	2 0 0 Fined. 0 10 6 Costs.
25	The Queen vs John Sullivan.	For assaulting and stabbing Patrick O'Brien.		Recognized to take his trial at next Assizes King's Co.
26	The Queen vs John Sullivan.	For assaulting Pat. O'Brien.	Guilty.	2 0 0 Fined. 0 11 6 Costs.
Dec. 9	The Queen vs Reuben Sproul.	For assaulting Owen Cartey.	Guilty.	0 10 0 Fined. 0 5 0 Costs.
19	The Queen vs Michael Bradley and Nicholas Keenan.	Charged with the murder of John Jackson on the night of the 18th instant.		Committed to King's County Gaol, to take their trial at next Assizes.

Return of Criminal Cases tried before the Railway Police Magistrate.—Continued.

Date 1853.	Name of Parties, and Cause of Complaint.	Judgment.	Amount paid.	Remarks.
Dec. 27	The Queen vs John Millar.	For assaulting John Henderson, November 15th.	Not Guilty.	
1859 Jan. 19	The Queen vs James M'Cann.	For assaulting Daniel Sutherland at Moncton.	Guilty.	£1 0 0 Fined.
24	The Queen vs Michael Malcolm.	For drunken and disorderly conduct.	Guilty.	0 10 0 Fined.
Feb. 2	The Queen vs Michael O'Brien.	For assaulting M. Kinney.	Discharged.	
10	The Queen vs Robert Kaye.	For resisting the Police in the execution of their duty.	Guilty.	10 0 0 Fined. 1 0 3 Costs.
11	The Queen vs William Walley.	For assaulting Pat. Green.	Guilty.	0 10 0 Fined. 0 3 6 Costs.
11	The Queen vs Robert Kaye.	For assaulting Pat. Breen.	Discharged.	
11	The Queen vs Edward Rudge.	For resisting the Police in the execution of their duty.	Guilty.	10 0 0 Fined. 1 0 3 Costs.
			<u>£96 18 4</u>	

(Signed)

W. SCOLLAR, *Railway Police Magistrate.**Kennebecasis Station, February 19th, 1859.***The Railway Police in Account with the Province.**

DR.

To Amount of Fines and Costs collected under the Act of Assembly 21 Victoria, Chap. 18, as per Statement herewith, £96 18 4

CR.

By Amount paid the Provincial Treasurer, as per Receipts, £80 0 0
 Amounts paid for expenses in making arrests and conveying Prisoners to and from the different Lock-ups, 12 7 3
92 7 3
 Balance due the Province, £4 11 1

(Signed)

W. SCOLLAR, *Railway Police Magistrate.**Kennebecasis Station, February 19, 1859.*

(Copy)

A Memorandum of Expenses attending the arrest, &c. of Prisoners.

1858.			
May 8.	To Cash paid for arresting Henry Lawlor,	.	£0 6 0
17.	" " and committing John Fitzgerald,	.	0 4 0
"	" " Jeremiah Ryan,	.	0 4 0
June 18.	" " and committing Ellen O'Connor,	.	0 11 0
July 16.	" " Thomas Walsh and Martin Dennis,	.	0 14 6
23.	" " W. Starkey,	.	0 6 3
"	" " John Fennety,	.	0 5 0
Aug. 2.	" " Ellen M'Gouy,	.	0 7 0
27.	" " Patrick Lawlor,	.	0 16 0
Sept. 16.	" " John Quinn,	.	0 11 0
"	" " Hugh M'Pike,	.	0 8 6
"	" " James Smith,	.	0 6 6
"	" " Jeremiah Murphy,	.	0 17 0
20.	" " Peter Kearney,	.	0 5 0
"	" " Thomas Walsh,	.	0 5 0
Oct. 4.	" " Patrick Archer,	.	0 8 6
25.	" " Charles Elliott,	.	0 3 0
Nov. 17.	" " John Mallory,	.	0 2 6
24.	" " James Mahan,	.	1 3 0
25.	" " Andrew Forrest,	.	0 7 0
"	" " Edward Connolly,	.	0 7 0
"	" " John Sullivan,	.	0 13 0
Dec. 26.	" " John Sullivan,	.	0 6 0
19.	" " Keenan & Bradley,	.	1 10 0
1859.			
Jan. 10.	" " Robert Kaye,	.	0 10 3
"	" " Edwin Rudge,	.	0 10 3
			£12 7 3

(Signed)

W. SCOLLAR, *Railway Police Magistrate.**Kennebecasis Station, February 19, 1859.*

EVIDENCE TAKEN BEFORE SELECT COMMITTEE

Appointed 28th February last, to examine and report upon all matters connected with

THE EUROPEAN AND NORTH AMERICAN RAILWAY WORKS.

1859.—March 17.—Committee met.

Mr. Gray, *Chairman*; Mr. M'Adam, Mr. Botsford, Mr. Tibbits, Mr. Vail, Mr. M'Millan, Mr. Lawrence, Mr. Tapley, Mr. Mitchell.

Mr. Jardine, Chairman of the Railway Commissioners, examined.

I recollect of no instance in which I have exercised control over the construction without Mr. Light's sanction; perhaps one may be brought to my mind. There are only two occasions on which the works were let by us, and I recollect of no instance in which they were let when Mr. Light's plans and estimates did not meet the approbation of the Board. The two occasions were December 1857 and October 1858: these were from Groom's Cove to Sussex and from Moncton to Salisbury; first from Groom's Cove to Sussex, and second from Sussex to Salisbury. I have never advanced money to the Contractors without Mr. Light's certificate, I have never been in the habit of doing it: when he was from home I have and then only in small sums, and obtained certificate on his return. I do not recollect of having dismissed any men selected by Mr. Light as Inspector or on his staff, but I have recommended dismissals which he has not complied with. The reason Mr. Light assigned was, he differed in opinion with me, and we considered as the responsibility of the construction rested on Mr. Light, we should not dismiss or appoint without his approval. Mr. Light always consults us and we conceive we have the negative power. As far as I recollect, the Board has always appointed the officers in his department that Mr. Light recommended. We would not, however, appoint a person we deemed incompetent from dissipated habits or otherwise, but would take Engineer's recommendation as to scientific competency. After a person had been appointed by Mr. Light, and from the above cause we found him incompetent, in one instance we got rid of him by putting down his wages. Our object on that occasion was not to dismiss him but to put his wages at what they were worth; the consequence was he left; but we had a double object in view,—also to get rid of him. I do not think we would have kept him even at the low wages, but if he had not left it would have become a question between Mr. Light and ourselves.—I think, myself, a direct dismissal would be better than this roundabout way, and if I had it to do over again, I would do it.

The person above referred to was Wm. Campbell, Inspector on the Hammond River Bridge. He was appointed by Mr. Light to that work with the sanction of the Board in the Spring of 1858,—dismissed or rather left in the Fall. I was informed on what I conceived good authority, that he was dissipated in his habits and acted without judgment in an arbitrary manner in his dealings with the Contractors. I did not give him to understand that these charges had been made, and don't recollect assigning any reason why his wages were reduced.

This was the case I before referred to, as one in which I recommended a dismissal with which Mr. Light did not comply. For two or three months before the reduction I had advised Mr. Light that he had better enquire into these charges, to ascertain whether there ought not to be a change, but he did not agree with me as to the propriety of a change of Mr. Campbell, on account of his opinion of him as a strict Inspector. Mr. Light concurred in the reduction of his wages about a month before he left, but I am not aware that Mr. Light knew that that reduction was intended to produce a dismissal; Mr. Light, however, expressed himself that he was satisfied he should go—Campbell's wages were reduced a month before he left. We did not notify Mr. Campbell but notified Mr. Light at the time. The reduction was from 20s. to 15s. per day.

Mr. Light is the person to say whether the line between Saint John and the Nine Mile Station is completed, but I think there is a little ballasting to be done.

Question.—In page 77, Table A, No. 9, Railway Report, the three contracts, Nos. 2, 3, and 4, are put down at £67,000 18 6, whereas in the tenders in Appendix, page 49, Journals of 1858, they are put down at £35,006. Explain how this is?

Answer.—These contracts are let on price contracts,—a schedule of prices, not for any sum, but specific prices for each description of work in the particular section; there was no bulk sum in any tenders. They were let in January 1857. The estimates in the Journals were made up by Mr. Light at the time of letting, for the purpose of ascertaining which tender was lowest, and the quantities to which these prices were affixed, were the quantities given by the original Jackson survey and specification and plans;—the reason why the amount of these contracts when completed so much exceeds the estimate when let, is, that the location, specification and plans were all changed, and the quantities being increased in consequence thereof, brought the total of the contract to the amounts in the Report, the detail prices remaining the same. The Engineer would be aware of the increased expenditure that must follow such change as to location and quantity. The present Board came into office on 15th August 1857, at which time all these changes had been made or were in progress, and the only record in the office explanatory is a Minute by the then Commissioners Messrs. Scovil, Hatheway, and Myshrall, to change the route between the Three Mile House and Lawlor's Lake.

Mr. Jardine reads from Supplementary Report, page 5, preface.

“The first record of an authority for change is to be found in the Minute Book of the Commissioners as follows. (The Minute is not dated.)

“Meeting of the Board.

Present.—W. H. Scovil, F. W. Hatheway, Jos. Myshrall.

Read a letter from Chief Engineer, relative to proposed alteration in line of road, commencing at Three Mile House, which alteration was approved by the Board.

(Copy of Letter.)

Railway Commissioners' Office, St. John, N. B., 4th May, 1857.

SIR,—Your letter of the 1st instant, recommending an alteration in the line of Railway from the Three Mile House towards Lawlor's Lake, has been considered by the Board, and they having also examined the line, advise the alteration as proposed by you.

Respectfully yours,

(Signed)

WM. H. SCOVIL,
Chairman Railway Board.

To Alex. L. Light, Esquire, Chief Engineer.

On the works let in February 1857, *i. e.*, Sections 2, 3, and 4, change was the rule, not the exception. The cost on the whole route is £150,000. I think the public got a corresponding benefit, but I think loss was sustained for want of accurate surveys in the first instance, and the extras consequent thereupon. I cannot estimate what that loss is. The loss for want of accurate surveys and the character of the work not being correctly ascertained prior to the commencement of the work, I guess at £10,000 to £20,000.

Mr. Jardine reads from page 7, of the Supplementary Report.

“Had the character of the Railway to be constructed been first determined, accurate surveys made, and contracts let accordingly, all the changes that have taken place, and the consequent losses and difficulties would have been anticipated or avoided. The Commissioners cannot help observing that, considering the origin of the difficulties they have had to encounter, they might well have been spared many of the charges of mismanagement and extravagance to which they have been exposed.

“It must not be inferred from anything that has been said, that the Commissioners desire in any degree to impute blame or responsibility for the change in the character or cost of the road to the Chief Engineer, nor does it follow that because there is no evidence of the authority under which the changes were made, that there was no such authority. In terms of the Railway Act, the Commissioners, or those who assume to act for them, are entrusted with the construction and management of the Railway, and the Engineer is ‘to be under the control and receive his instructions
“from

“from the Commissioners.’ The Commissioners feel bound to say, that with the “knowledge they now have from the experience they have gained in Railway matters, “that they fully approve with but few exceptions of the description of Railway now “being constructed as that calculated to be the best and most economical for the “country.

“In Canada and Nova Scotia, Railways contracted for and commenced with cuttings and embankments such as ours were to have been, had to be altered and “improved at a heavy additional expense, and most of the changes on our road have “therefore been in the direction of what would ultimately have been found necessary.”

The Government of which the Chairman was a member was in power in 1856 and 7, when the works were commenced, and as they did not appoint Commissioners according to law they were responsible. They were under the direction of the Government and Light was Engineer; Gray at Saint John, and Chandler at Shediac. Two thirds of the losses were sustained at Saint John, and one third at Shediac, and a direct loss in the grade between Mill Pond and Gilbert's Lane of £4,191 18 8.

This was in addition to the £10,000 or £20,000 I before guessed at. This work was done in December 1856, under the direction of Gray and Wilmot. We thought the additional cutting down was necessary by the advice of Mr. Parker. Between Gilbert's Lane and the 9 mile house (Groom's Cove) the two thirds is sustained. I cannot explain how this two third loss is made up, it is only a guess; my application of the guess and that of my fellow Commissioners was from Moncton to Shediac, and from Saint John to Groom's Cove. The only work done in the winter of '56 and '57 was from Gilbert's Lane to the Three Mile House, and the rock cutting in Lawlor's Lake, and they are now parts of the constructed line. The guess that I made had reference to works between Saint John and Groom's Cove. The locations and alterations there made are now part of the line. There were no contracts signed for the works from the nine mile house to Groom's Cove before we came into office, but they had been let in June.

The work that was done between Gilbert's Lane and the Nine Mile Station amounted to about £4000, and the greater portion had to be abandoned. It had to be lowered nine feet throughout the height—it is about a mile. It was a part of Mr. Light's original plan I have understood to lower the road to reach the contemplated Station at the Mill Pond. The Mill Pond is beyond the place where we have fixed the Station. Mr. Light is still the Engineer, and the road is still constructed under his advice as to alignment and alterations. I have perfect confidence in Mr. Light's competency. It was a part of Mr. Light's original plan, as I have understood, to straighten the line on Gilbert's Creek.

We came into office on the 20th June '57, and some of the contracts that had been let in June, Sections 5 and 6, were signed on the 25th, and the Hammond River Bridge a few days afterwards.

By Table A No. 9, (page 77 of the Commissioners' Report,) the contract price of Hammond River Bridge is £11,950; value of work done on the 31st December '58, £9,889 2 7. In these contracts 10 per cent. is kept back. I cannot explain the £13,793 charged to Small & Crosby in the Auditor's account. Mr. Johnston my Accountant will explain it. The girders have been delivered to Small & Crosby. They cost £5,400. I think the charges include materials as well as sums paid.

The returns for the quarter ending 1st February 1859, could not with the other works have been laid before the House. They would have been in but for these answers to the enquiries of the House.

Our system of Books is nearly that of the Grand Trunk of Canada, and the time occupied in making the change from the old system has caused the delay. The discrepancy between the Auditor's Report and our account arose from a redistribution of the items after we had sent him the accounts, and we sent him a balance sheet with the new distribution agreeing with the first balance sheet sent up, though differing in detail.

The absence of the Stock Account from my predecessors was a part of the cause of the delay in our Accounts.

On the 20th August when the line was opened at Shediac, Mr. Carvill was selected and went on to the States in September, returned in November, and commenced afterwards

wards taking stock. My subordinates make these returns to the head office;—Conductors, every day. Station Masters, every week. Last year Carvill was at Shediac; he is coming to Saint John this summer, and he kept the freight and traffic books, and store account, and keeps them still as Superintendent. The Station and Freight Master were the same persons in St. John, but at Moncton and Shediac there is a Freight Agent at each place and a Station Master at each also. We consider it necessary to have a person in charge of the line at Shediac.

March 18.—Friday.—Committee met.

Mr. Jardine's examination continued.

The present system is the Railway Book-keeping system, and the accounts are now posted up in the Books to 1st February 1859. The Contractor's are paid monthly. The Assistant Engineers for each Section measure up the work done, to the 1st of the month generally. These returns are handed to the Chief Engineer who makes up the estimates and upon those estimates we pay.

The difference between the Jackson specifications and the Light specifications increases the quantity of work one third in the whole line, viz. one sixth in the alignment and one sixth in the embankment; this answer is limited to road between Moncton and Shediac. The Supplementary Report says this change was not contemplated in 1856; there are no records in the office to shew when the change was contemplated; the road was opened when I came into office. There was no Board until 1st April 1857. I have all the minutes of that Board from the time they came into office. There is nothing in the minutes authorizing the change between Shediac and Moncton; there is no date to the minutes but a letter above shews it to be 1st May;—letter from Chairman dated 4th May. The distance between Lawlor's Lake and the Three Mile House is 1½ miles. I do not think there is any minute of the Board authorizing a survey of the Patticake division, or subsequently approving.

The first rails ordered were the best Staffordshire—Jackson's iron was Welsh.

The Commissioners (present Board) first met on 20th August 1857, and on the 24th a letter was addressed to the Government,—the original is on file in the Secretary's Office,—recommending a survey of (this part of the letter was not copied through inadvertence) 25 miles from Hampton to Sussex, and 20 miles from Moncton to Salisbury. The Government ordered survey to be made; survey was made, and on 1st October there is a record of advertisement for tenders by the 15th December, and on 15th December tenders received. The next record is 12th April 1858; there is an order made that the remaining 30 miles be surveyed and located, which covers the whole line; that was done. At that time the Giles and Jackson surveys and specifications were in the office and could have been got. The first thing we did was to request an inventory of the Jackson property from Mr. Light, (there was at that time no record to shew), and an inventory of property since acquired, &c. There was no record of contracts or vouchers. The latter had been sent to the Auditor's Office. There had been £58,000 expended up to 1st April 1857, without any other record than a Cash Book. Book-keeping was commenced the moment our predecessors came in. The Book I refer to was Mr. Light's Cash Book;—and shewed what the money was paid for and on what contracts. The first Commissioners' Books would only shew the Accounts for works done in that time, with the sums previously expended by Mr. Light, assumed.

I do not mean to say that the money was not properly expended, and I have no reason to doubt that it was, but I had no means of knowing. In answer to my request to Mr. Light for an inventory of the stock I recollect Mr. Light said he had none, but he gave me an account of the money expended, which I have no doubt is filed in the office. There is no record condemnatory of the Giles' specifications except what I have mentioned.

A question of order here arose.

Mr. Tibbits moved the standing order, room cleared.

Committee resumed. Examination of Witness continued.

I think the deviation from Mr. Giles' specifications and alignment in the 40 miles under the first Commissioners necessitated a departure in the remaining 68; it being one

one Railway it was necessary all should be in conformity. We adopted the curvatures determined on before on the 40 miles—the previous adoption of it, in my opinion, necessitated the adoption of it on the latter part. The adoption of a change of curvature on other portions of the line would not necessitate a deviation such as was made at the Patticake. The alteration at the Patticake increased length one fifth of a mile, but saved £5,000. There was a complete change by my predecessors of alignment from the Nine Mile House to the Hammond River Bridge, and a great saving made. Mr. Light estimates it at £67,000. The calculations shewing the difference of cost between Giles' line and Light's line were not made until lately; until the Report was written,—not to my knowledge.

After Mr. Light's survey was ordered by the Government there is no order of approval but the order for the letting. The result of that survey, with the difference of the costs resulting from the change, was not submitted to the Government, but the change was. I did not think, and I scarcely knew whether there would be any additional cost; the matter was never considered by me.

I know of no record in the Books of my predecessors, or any report of the Engineer, shewing the difference of costs or reasons for adopting the Lakefield line instead of Gondola Point line. The road from Saint John to the Nine Mile Station, though let on Giles' specifications, was built on Light's specifications. The alteration between Shediac and Moncton nearly doubled the cost.

The contracts from Nine Mile Station to Groom's Bridge were signed a few days after I came in. Light's Cash Book was very full, and both Ledger and Cash Book.

That Book would enable me to arrive at a correct estimate of the cost of the road, so far as moneys paid to the Contractors, but not as to materials. It shewed from whom the money was received, how received, and how expended.

The errors of those who commenced the works without proper surveys caused the difficulty,—and I might have fallen into the same errors. In Report, page 54, the estimates will be found shewing difference between Jackson's and Light's estimates, and increased cost of former. Jackson's was to be a perfect English road; according to his specifications. I believe if he had built it as it now is under his contract, it would have cost £9,000 per mile. I think the Commissioners Messrs. Scovil, Hatheway, and Myshrall, would have got my experience had they been continued in office.

March 19, 1859.—Committee met.

Mr. Jardine's examination postponed in order to admit of examination of Mr. Lawrence W. Myers, who applied to the Committee for immediate examination in consequence of anticipated sickness in his family.

Lawrence W. Myers, examined.

I have had some eighteen or twenty years experience in Railroad construction. I arrived here on 3rd June 1857; since that time I have had opportunity of seeing between Saint John and the Lake. My brother, Dillon P. Myers, had a contract, and I was superintending for him, and also had an interest in filling the lake. The opportunities I have had, and my experience, would enable me to give specific information as to the part I superintended and a general opinion upon the whole. I think my experience for so many years in the States enables me to judge as well as an Engineer as to construction, because to be an efficient Contractor a man must necessarily understand what the general duties of an Engineer are as regards construction. I should judge that the curves and the grades are regulated for a first class Railway. I think the constructions, as a general thing, are in a very permanent manner. In the commencement of the road, I think it was quite right to build a road over the summit at Garden Street on towards the Mill Pond, but I can't conceive why so much as £4,191 18 8 should have been spent for that purpose. £1,000 I think would have been sufficient for the pile driving and grading. I should have been willing to take it at £2,000. I think very little of that could be available in future work. The construction in the Winter would double and in some instances treble the cost. It generally doubles it for light work. There was very little of the summit cut down at that time; just sufficient to fill up the hollows. I think it was very judiciously laid out. Nearly all my brother's work was done in June, July, August and September,

1857; and his was about £3,000. Walker did the other in the Winter, and the enhanced work was there; my brother's was part of the £4,191. I think that that sum of £4,191 covers work done on some other part of the line, for I know that some ballasting towards Three Mile House was included in this sum. I think half the amount of the £4,191 was included or spent in that ballasting towards the Three Mile House, and is included here by mistake.

This winter they were at work blasting out the frozen mud there; the frost was 4 or 5 feet deep, as late as within 5, 6 or 7 weeks ago; this was cutting down the Garden Street summit to the permanent way;—soil principally clay, and 1 or 2000 yards of solid rock; the foundation of the Station House was done last fall. It was commenced last fall under contract; it is not finished yet. For the grading I took the contract. I think it was by public advertisement and I tendered: advertisement, 27th September, tender 4th October; the final completion to be by 1st June. I calculated the items of the contract at that time, according to the plans and specifications, at £3000. I might have under estimated a little but not much, because it was my interest to make it as much as possible. I sold to Mr. Brookfield for a certain per centage, and he calculated the amount at same as myself; the per cent. was 3 per cent. I was to get £90, but was to wait a little and took £87 for cash. The contract may have been ultimately larger owing to some of the items being problematical. Mr. Light said there might be 7,000 or 10,000 yards of rock cutting; but our bargain was made upon the 3,000 yards as that had been advertised; the plans and specifications did not and could not indicate exactly the amount of excavation and cutting to be done. It is not possible to let work justly by gross sums. I do not know that the works were enlarged since the letting. I have heard that they were. The Engineer told me the quantities would be increased and advised me not to sell.

March 21, 1859.

Committee met, 9 a. m. Mr. L. W. Myers' examination continued.

I considered the laying the temporary track over the summit of Garden Street as necessary for the operation of the road, and I think workmen and materials were carried over it, but I never saw them.

I recollect of no place between Gilbert's Lane and the Three Mile House where any saving could have been made.

Between the Three Mile House and Lawlor's Lake there could have been considerable made upon the ballast: probably 2000 yards by constructing the banks to a proper height with earth before the ballast was used; the price would be 2s. 9d. per yard including breaking stone (9d.) In naming the sum I make due allowance for the embankment being raised to its proper point. I am taking into consideration what they paid my brother as a basis. This is a matter of dispute between the Contractors. My brother owes me £5 or £600, and I have no interest in this. I don't consider that it would make any difference with my brother whether he got it or not. I think my brother has been allowed the majority of this claim, and the balance would go but little way towards paying me. I wrote to Mr. Jardine that I insisted he would settle with my brother, I did certainly want to leave the country. My children are in New York.

Question of order. Room cleared.

Mr. Mitchell having Witness's letter in hand, which Mr. Tibbits demanded should be seen. Examination resumed.

Letter from Mr. L. W. Myers, 31st January 1859, to Mr. Jardine, and answer of 4th February, put in Witness's hand and read. (*Vide* Appendix, Nos. 1 and 2.) Mr. Jardine did not state the truth, as there was not at that time any settlement with my brother, as he informed me. I do not say Mr. Jardine wilfully stated an untruth; he may have been under that impression.

The next item on which I think a saving could have been made was the diversion of the County Road at the Iron Girder Bridge. I think a saving from £800 to £1000 might have been made by continuing the old County Road and making the diversion by filling out on coming to the Girder Bridge. The old road was an excellent one. The making the new road cost at least the sum I have mentioned. I could not conceive why that piece of road should have been macadamized when no other part of the

the country road between Shediac and Saint John was, and the old road was so good. I cannot say where that alteration was determined on. I think the earth excavation was in July 1857, the earth work being wet.

I think there might have been a great saving in the slopes on Section 2. It commences near Donovan's Cut, and terminates close to Mr. Barbour's, about 2 miles; the usual slopes are $1\frac{1}{2}$ to 1 (foot.) In all my experience I have never seen any material which would not make good embankment at that slope. It would make no difference as to the depth of the embankment.

My experience in building Railroads has been in Kentucky, Illinois, Ohio, Pennsylvania, New Jersey, New York, State of Maine, and Vermont. It was as Contractor and Superintendent, principally the former. I think frost might affect slightly, but not materially, as embankments are generally dry. The ditches keep it dry. The frosts in one country are balanced by the heavy showers in other countries. In the State of Maine the slopes are $1\frac{1}{2}$ to 1; here they are 2 to 1. That would make it better, but the improvement would bear no proportion to the increased expense.

This is the best mechanical work as regards stone that I have seen any where in the United States. As regards the general work, as to utility and solidity it will compare favourably. I do not mean to say that it is favourable as regards the economy of construction.

Adjourned at 12. Met at 7 p. m.

Mr. Myers' examination continued.

With reference to my statement this morning, that I wanted to go to New York,—as the request in my letter for a new contract might appear inconsistent therewith,—it was because I did not think there was any chance of my getting any business. I had tendered within £203 of what Section 14 was let for—higher. The Commissioner, Mr. Jardine, said it was the intention of the Commissioners to give me the Section No. 14, but the Government, or Mr. Tilley, did not approve of it. They had given No. 16 to Mr. Stevens who was not the lowest Contractor, because all the work was let on the line. Brooks and Beckwith were lower than Stevens for 16; and the Government took it from Stevens and gave it to them, and Stevens got No. 14.

The amount of surplus work in the embankments which I did think not necessary on Section 2, amounted to 18,000 yards. Light made it less. It had to be handled over four or five times before we got rid of it; value 2s. 6d. per yard. There was also a loss on the divergence of the track at the Three Mile House. That loss on the embankment was last Summer, in June or July last; this was in excess of the contract. I think the date of the contract was in January 1857. There was a loss on the divergence at the Three Mile House. The next loss was cutting at Bishop's Ledge, 3,000 or 4,000 yards of unnecessary rock cutting outside of the slopes; contract price \$1.35 per yard: this was the same as last contract, Section 2, but this was in excess of the contract. D. P. Myers had that contract. This rock cutting was finished last Winter, 1858. Next loss was Robinson's Meadow Bridge, the original plan was to fill in with earth instead of a bridge as at present. There was a culvert to be put under that embankment, (it is in Section 2) and the foundation was dug for it. The change from embankment to Bridge was made in Fall of 1857.

The cost of the Bridge is	....	....	....	....	....	£4,915	11	2
Land damage,	....	....	....	....	....	450	0	0
						<u>£5,365</u>	<u>11</u>	<u>2</u>

I think the digging the foundation must be added to this. It was in the Winter and frozen and considerable powder used, and would cost £400. It could not be less than that. I consider that Report of the Robinson Meadow Bridge a very erroneous one.

(Vide Supplementary Report No. 1, and page 31.)

In driving piles for the several first bents—16 feet piles were used,—37 feet the longest. It took from 100 to 140 blows of a ton hammer to drive those piles down; there was blue clay on an average within 3 or 4 feet of the top. I was not engaged on the bridge, was not there very often. They were driven with a steam engine. I was engaged at work in the neighbourhood. I lived with my brother Dillon in the house opposite the bridge, two or three times a week. I saw it and part of the time I was entirely

entirely disengaged; part of the time I lived at the Government Buildings. I went to the latter about 24th December. I was engaged at work to the north of the bridge,—when at the Government buildings filling the Lake. The pile driving might have commenced one week, one month or two months after that. I feel positive in consequence of the blue clay being so near the surface that an embankment would not have settled more than four feet. I did not see the borings done, but I certainly could see the pile driving out of the window of my brother's house, and for a part of the time off the embankment on which the house stood, and could hear the hammer drop of a still day, about a quarter of a mile. I was down at my brother's house repeatedly during the week, though living at the Government buildings,—made a practice to take dinner there. It is only a quarter of a mile off. I was idle seven weeks that Winter when the pile driving and work at the bridge was going on, and was frequently at my brother's all day. If you will calculate the slope of an embankment 600 feet long, 20 feet wide on top, sloping $1\frac{1}{2}$ to 1, and 28 feet high, allowing for settlement (4 feet,) so as to leave embankment up to formation. I got the height of the bridge from Mr. Campbell, since coming to Fredericton. I have also another way of knowing that I am nearly correct; I am positive it would be 43,555 yards at 1s. 4d. per yard. My brother had the contract and that was the price in the contract, and if we had put up the embankment that would have been the price—soiling 4,800 superficial yards at 3d. per yard,—from 3 to 400 yards of masonry to make a culvert at £1 per yard.

I know that the bridge is on a grade, but I did not know it was 45 feet in the mile. I thought it was 22. The culvert was intended to be put at the northern end of the marsh.

The elevation by that grade would be at the culvert 5 feet and one third. It does not follow that *that* would cause an elevation over that culvert if the marsh was level; it would be precisely that difference. It does not follow that the embankment would run to that height as the marsh would rise at that point. That grade would add about 5,444 additional yards, or one eighth, or an additional £362 17s.; 600 yards ballast at 2s.; £450 land damage. There were numerous trial pits dug at foot of the hill, 6 or 7, or 12 feet deep. In consideration of those pits shewing the depth, it might take 6 acres of borrowed ground to make this embankment at £25 per acre; to some of the land owners they gave no damage; to others twice as much as they ought to have.

£2,903	0	0	}	Total cost of what embankment ought to have been.
60	0	0		
400	0	0		
362	17	0		
450	0	0		
60	0	0		
150	0	0		
£4,385	17	0	}	Sundry small charges.
25	0	0		
£4,410	17	0		

Memo.—Light's costs of Bridge is £5,365 11 2. Costs of Embankment as made up by Mr. Light is £8,954.

I did not make these calculations upon measurements made by myself with instruments. I had other means. Mr. Light acknowledged the length of the Bridge, and also corrected my heights here, and knowing the height and the slopes I could make my calculations for masonry for the culvert. I have stretched tapes over some parts of line, but made no actual measurement along the line, and not even tapes over any part we have yet spoken of.

(Mr. Jardine here desires to state that the calculations in the Supplementary Report, as to items of the Embankment, were made up by Mr. Boyd and Mr. Burrowes, and wishes Mr. Myers to be asked whether he has made any allowance for bringing the earth to make the Embankment, and whether it could be got in the vicinity?)

Mr.

Mr. Myers says—I have no hesitation in saying that there was earth sufficient within 2000 feet to fill up three such Embankments, and even within 1000 feet to fill up one. Mr. Jardine states, “ In the estimates of Mr. Light that 2s. per yard for Embankment includes 8d. per yard for hauling the material from other places, he thinks a distance of $1\frac{1}{2}$ mile.

Tuesday, March 22nd, 1859.—Committee met.

Mr. R. C. Scovil, one of the Commissioners, having stated that the Small Pox and freshets in his neighbourhood require his departure, the further examination of Mr. Myers was postponed, and Mr. Scovil was examined.

R. C. Scovil.—I am one of the Commissioners, reside at Shediac. On the arrival of the *Montezuma* about 300 rails were found slightly bent; 5 rails to the ton. William Leavitt of Saint John was owner of the ship; she brought 500 bags salt on ships account, and 200 tons on account of W. H. and R. C. Scovil, and 515 tons rails and some chairs for the Railway. The damage was too trifling to claim on the Insurance, and Mr. Leavitt the owner allowed £12 10s. for damage. When the Railway Board in December 1857, was arranging for the importation of rails, we concluded to have the 500 tons for the Moncton and Salisbury Section brought to Shediac. W. H. and R. C. Scovil undertook to bring them out at 17s. 6d. per ton, which was the freight then paid to St. John from Liverpool. We instructed our Agents, Boyson, Hoyer & Taggart, to look out for vessels during the winter, and Mr. Reed our fellow Commissioner, who in the meantime had gone home, was to give them notice when rails would be ready for shipment. In the latter end of March, Reed sent an order to our Agent to get delivery from Baring Brothers of the rails. They entered into negotiations with Andrew Duncan, ship owner of Charlottetown. Duncan offered to bring out 300 tons, a portion at 20s. sterling,—not accepted—meantime Reed met Leavitt and told him. Leavitt went to London and made arrangements for quantity at 17s. 6d. and 200 tons salt at 7s. 6d. Read letter of Mr. Leavitt to Mr. R. C. Scovil, dated 11th March 1859,—stating that he had engaged to bring out rails at 17s. 6d. per ton, and that on the day following that engagement, Boyson, Hoyer & Taggart further agreed to ship 200 tons salt at 7s. 6d., and to charter ship back with deals at 60s. per standard, and stating that he had heard before going to London, 20s. freight was asked for.—(Read charter party.) According to the Commissioners' contract we delivered the rails to the Contractors at the Moncton Station, the rails were for Sections 4 or 5, Salisbury. Our contract terminated at Shediac Wharf, and we shipped to Shediac believing it was cheaper than to ship them to Saint John and thence to the Bend, which would have cost 5s. for freight from Saint John to the Bend; 17s. 6d. was the freight the *Imperial* was getting at time I made bargain with Commissioners, she arrived at Shediac in June or July. The date of contract with Leavitt was 3rd of April. Previous to 3rd April we had no charters for taking deals home. In the months of June and July the freights home per standard were £3 10s., and during the same summer we got one vessel as low as £3 5s. I think in Saint John at that time freights were about £3, things are always dearer on the North Shore. I did not make use of my position as Railway Commissioner to get this charter. I think I have got it for that at least if not lower after he had come out, rather than he would change port. I do not think he would change ports for the difference. I should think if Leavitt had not seen the prospect of getting a return freight he would have charged an additional 2s. 6d. per ton. That is what I supposed Duncan made his calculation on, and would be about cost of change of port.

(Read letter of Mr. Reed to Mr. Jardine, dated 9th April, 1858, mentioning engagement with Leavitt. *Vide* Appendix No. —.)

In my opinion too many men are not employed for the proper care and economy of the road of the freight part. I think the Engineering Staff is not too large, and I think it so arranged as to secure efficiency.

At the Bend the Station Master takes charge of the Passenger Station and selling of tickets and looking after any inland freight, and the Freight Master attends to freight received and delivered from and to the Steamer and vessels. There will be no additional officer required at the Bend when the business commences. There is nobody in the traffic department on pay there at present; it ceased last fall when the trains stopped.

stopped. I think the duties of Station and Freight Masters could not be discharged by one person. The attention of the Commissioners has been turned to effecting reduction both in the Traffic and Engineering Department.

Mr. Crosby having stated that Hammond River Bridge of which he was Contractor had been injured by the freshet and that he must return, the Committee directed inquiry to the Hammond River Bridge, and Mr. Crosby stating he wished Mr. Campbell to be examined before he was,—

Mr. William Campbell was called.

I am an Architect and Builder—14 or 15 years in business for myself, and 34 years altogether,—part of time superintending bridges and buildings, &c. I have superintended 105 bridges in my time, one of them three times larger than the Hammond River Bridge; 4 miles from Warrington on the London and Birmingham Railway; that was a Railway bridge of stone; the foundations, &c., were of a similar character to this bridge. I have no certificate and never asked for any. I was five years under John M'Carra at Liverpool; during that time we built 54 bridges of wood and stone in the southern division of Lancashire. I drew the plans of a good many and had occasion to go over them afterwards, and the others upon four different Railways on which I have been engaged, viz: on the Grand Junction,—on the Liverpool and Manchester,—the Leeds and Bradford,—and on the Great Western; and also upon the Chester and Crewe Railroad for a short time. On the 17th June 1858 I was appointed by Mr. Light to superintend the work on Hammond River Bridge. I had the plans and specifications given me by Mr. King, the resident Engineer. My instructions from Mr. Light were to make a good job of the work and carry out the specifications as nearly as I could. The Contractors were Small & Crosby at Saint John. I have a copy of the specifications with me; the plans I have not got. I gave the latter to Mr. Light when I resigned. When I entered in charge on Hammond River Bridge, Mr. Light informed me by letter, I was to examine the masonry which he thought was bad, (that was the purport,) and if so, I was to take it up—I found the masonry badly built—filled in with boulder stones. The Contractors had the plans and specifications; the masonry was not built in accordance with those plans and specifications. The dimensions of the masonry were in accordance—the work was not; the beds of the stone were badly wrought. I found joints an inch and a half large,—enough to admit a man's hand; the specifications said they should not be more than half an inch. There were about 75 cubic yards of work done when I got there; the value of stone and labour per contract was £2 per cubic yard. I had it taken up all but the outside stone. The whole of the foundation was to be of solid ashlar, so as to form a perfect level bed to receive the next course. Instead of that the inside was filled with boulders and rubbish, and unwrought stones—ashlar means brought to a guage. Mr. Crosby's foreman, Mr. Jewett, protested against my doing it; said I was drunk and did not understand my business.

(Witness here reads that part of the contract relating to the footing courses.—*Vide* page 6 of the Specification—Title, Masonry.)

Mr. King the resident Engineer was there continually. He did approve of what I was doing, and Mr. Light also. After I had it taken out Crosby proceeded to do it according to the specifications with a good deal of trouble. Had it remained as Crosby had it, it would not have been a proper foundation for a structure of that character. It would have tumbled down, for the following reasons:—the bottom footing course is 12 feet wide, the second 11 feet, and the bottom of the piers was 10 feet within about an inch; the top of the piers 7 feet broad, and the height of the piers 22 feet 6 inches from the top of the footing course; the whole of the weight of girders, railroad iron, track and trains and everything would rest upon the centre or boulder stones and bad backing. After I got this pier up to courses (it was the westerly pier) a new set of plans came out of the Railway Office given me by Mr. King to put two more footing courses, and to keep the piers the same, but the height would be three feet more. It was intended by the new plans that the piers should be made longer so as to get the parapet walls 15 or 18 inches higher. We could not use the new plans except in putting two more footing courses. That entailed according to the contract an extra of 420 cubic yards at £2,—£840, on all the piers—2 piers and 2 abutments; the

the piers and abutments were raised these 2 courses. Mr. Crosby was paid 60s. for these two courses. I believe this was principally through Mr. Parker. I said if they were really done according to specifications, they were worth £3, but they were never so carried out. I cannot say Crosby was present, when it was decided to raise the price, but he had told me before several times the footing courses did not pay him. I told him if the footing courses did not pay him the way he was working, I was sure the Ashlar would not. I think the prices were rather low, about 65s. for the Ashlar would have been fair, and £2 for the footing courses the way they were done. This contract had been let by public tender. I had made out a tender for Jordan & Parker from Quebec, but Small & Crosby got it. My tenders were nearly £14,000. The omission of not requiring the footing courses to be done according to specifications (in which case I said they would be worth £3—but as they were done were only worth £2) was this: by permission of Mr. King he said if you can assist Mr. Crosby in any way whereby he don't injure the fabric I was at liberty to do so, and I mean to say that these omissions were equivalent to 20s. per cubic yard. I believe Mr. Crosby did not understand the meaning of the specification as requiring the Ashlar work all the way through,—but the specifications would require it.

Mr. Jardine submits the following question to Witness:

“I have always understood that the reason why Mr. Parker, Mr. Light and Mr. Campbell recommended that an additional 20s. should be added to the price of the footing courses was because they considered it necessary for the stability of the work that the footing courses in the piers and abutments should be solid Ashlar through—instead of Ashlar with rubble backing: Was it not so?”

Answer: It was not the reason, and I cannot say what was the reason he was allowed it—I did not recommend it—neither the £3 nor the 20s. additional.

(Mr. Light here says “Campbell was not consulted about it.”)

Mr. Jardine submits another question.

“Was not the specification as witness read it—by putting in Ashlar through instead of rubble in the centre,—complied with, and did it not therefore increase the value?”

Answer: The specification as far as that was concerned was complied with, but did not increase the value according to my construction of the contract.

Question: “Did not the making the footing courses Ashlar, the price of which was 60s. in the contract, necessarily by right increase the footing courses to 60s.?”

Answer: No:—for the following reasons. There is twice the amount of labour in the granite that there is in the sand stone, and there is \$2 per yard in the granite in the stumpage and freight which there is not in the sand stone. The sand stone was all about the place. The granite came from opposite Spoon Island in the River Saint John, and the sand stone was within a quarter of a mile.

March 23rd. Wednesday. Committee met; all present.

Mr. Campbell's examination resumed.

I did not introduce granite until Crosby mentioned it. It had reference to the piers and abutments.

The specifications were not complied with, and I told the reason yesterday. No one was present when Mr. King gave the instructions. It is generally done in the office, but he saw the departure from the specifications was going on, and Mr. Light also. I got the beds to the half inch joint according to the specifications, but did not on the ends and back exact the half inch on account of their not being parallel.

There was an extra bill on the cutwater which ought not to have been allowed. The contract price of the Ashlar work in granite was 60s. Stone in Ashlar must be cut and trimmed. The cutwaters were part and parcel of the piers; there was a dispute, and Crosby got an allowance for extra of I believe £223. I learnt it from Crosby himself.

Part of the cutwater were wrought at the quarry at Spoon Island, and I knew they would not stand,—reported them unsuitable to Mr. Light. I made a model which Mr.

Light

Light approved of, and the cutwaters were made in accordance. The plans were not sufficiently explicit. If they had been the difficulty would not have arisen.

(Mr. Campbell produces model and explains.)

Mr. Light approved of the alteration. There is no Section in the plans shewing the joints of the cutwaters. He got out 6 pairs of cutwaters worth £7 per pair. They could not be used. Mine would cost about £8. It would require 22 pairs of cutwaters. The only extra is about 20s. in the labor in each pair, and the loss of the first 6 pair; that was all that had been got out before I suggested the alteration. The condemned sets were at the quarries when condemned. They have been brought down since, and some of them used in other works by Crosby; two of them still lying there. There is another extra allowed upon the toe stones, which were included in the contract. He got £50 for each as Crosby told me and he said it did not pay him. There were two toe stones, Crosby contended it was a separate piece. The toe stone should be part of the foundation block, otherwise there would be nothing to hold it. The whole block with the toe stone fastened on it would weigh about 12 tons. I never saw toe stones in any other way than this. This stone without the toe would weigh 8 tons. The stone the toe would cost in carriage and labor £10 more than without. The pier including the toe stone would be 3ft. 7in. in height. My plan for the toe stone was approved of and adopted by Mr. Light. Mr. Light also considered that according to specifications it should be done that way. Crosby said he intended to have an extra for it.

There is an extra also in the quantity of piles in the plan and the quantity that was drove. He drove more than was in the plan. He has driven 38,054 feet—25,000 only was in the plan. The specification of the first plan shews piles 18 feet long, and filling in piles 15 feet long; the sheet piling for Coffor Dams 16 feet long. In place of the 18 he drove 40 feet, and in place of 15, 25; and in place of 16, 18 for the piers, and 25's and 35's in the abutments, which made an extra of 13,000 feet; 1s. 6d. per foot was the contract price; the extra would be worth 2s. 6d. per foot, making £1625. I should think if there had been sufficient borings and soundings taken—the necessity for the long piles would have been known and included in the contract, but the same quantity would be required. I do not mean to say that this extra ought not to be allowed, but we would have known in the first what the bridge would cost. Mr. King told me to keep the time it took in driving piles,—what they would cost driving per foot, the cost price was 3d. per foot. King and myself consulted and considered they were worth 3d. more for squaring and putting on hoops and shoes and getting them to the place, exclusive of the cost of the piles. I don't remember giving any report to Mr. Light shewing a difference in the charge of extra than at present. It would take as much time to drive two piles of 22 feet as it would one of 44. A 40 foot pile would cost 15s. on the ground; an 18 foot pile about 5s. The extra cost of 1s. per foot over the contract price is made for cost in pumping, &c. He gets 1s. 6d. per foot for the first 18 feet and 2s. 6d. for beyond,—that he ought to have on all the piles.

It was impossible for me to get at what Crosby paid for his 25 foot piles, but I could buy them at the time he was driving for 5s. a piece, but cannot say I could have bought them when he commenced. They were on the ground when I went there. The forty feet were got afterwards. The change was determined before I went there. He had a contract with Mr. Otty for 150 of the 40 feet piles at 15s a piece. Both Crosby and Otty told me this.

The next item;—there ought to be deductions made from contract for work not done. The whalings round the Coffor Dams including 3,164lbs. of iron bolts and straps were not done. I value this omission at £240. Now that would cost £500. At the time the work was going on it might have been done for £100 or £150. I consider it should have been done, and it is necessary now for the security of the work.

Another item: a great portion of the works was to be done in mortar—he does it in cement and is allowed extra, and ought to have it. It was in his contract to build a Mortar Mill which would cost £75, which was not necessary as he used cement, and therefore ought to be deducted. The bridge now is not more than half done; not much more when I left on last day of November.

(Mr. Campbell hands in two Tables A and B representing state of work when we left; what was done and what was to be done. *Vide* Appendix.) With

With reference to the iron girders, when they were brought to Hammond River, he shewed me his price, I believe about £500 for putting them together: the price he fixed at time of making contract. He had 2 or 3 tenders for putting them together when I was there. Boiler makers and others were asking £7, £8 and £10 per ton for putting them together. This would be about £6 per ton more than he had estimated it at, and he said he would have that cost as an extra, or he would not put them together at all. He said that the girders had not come from England as he expected. He intimated that he thought more of the work would have been done in England and less here. The girders were 243 tons, thus shewing a difference of £1,215. The girders have not yet been put together.

Mr. Crosby wishes witness to be asked—

“Whether witness did not tell him, (Crosby,) that they might quarrel for a fortnight so as to let Engineers and Commissioners believe there was a difference between them, and then that all was to go smooth afterwards?”

Answer: No—never.

Mr. Crosby here addresses Committee and says—

“I was complaining of his particularity, and he said he wanted them to believe he was very particular; and I wish him asked whether he had not a very unpleasant time with me and the men and my foreman, Mr Jewett, during the time he was there?”

Answer: Part of the time when the work did not go on right I found fault and then things were not pleasant. I did not say I would slip over the work. I do not know of any other departure from the original plan of construction than those I have mentioned. Part of the river diversion was made while I was there. This was an additional job for him; nothing to do with the contract. I know it was not in the bridge contract. I do not know that any reduction was made in Walker's contract in consequence of the earth having been carted on to his Section or contract. Crosby's bill will be £16,000, and is worth it; everything complete, and that is a first price, and I would be glad to do it for the money. The bridge would have been cheaper if the soundings and all had been taken correct in the first instance, and if so taken and built upon its present plan the lettings would have been £1,500 less.

In consequence of the quicksands, it cost the Contractor a good deal more for pumping. I think that £1,500 might have been saved in the mode of excavating the pits and pumping. The new mode which was adopted after I went for excavation was at my suggestion.

March 24th, Thursday, Committee met.

Mr. Campbell continued—

If the work goes on as it has hitherto gone on, and the Commissioners are as liberal as they have been, the bridge will cost without the girders or iron shoes £19,000 or £20,000. The contract price was £11,950. The cost of the girders is about £5,500. One reason for thinking Crosby's bill will come up to £19,000 is from the extra prices before allowed him.

The cause of bridge not being completed is,—1st. Stone was not provided according to the Specification. 2ndly. When it came upon the work it had to be reduced and rewrought. The specification says, that there should be one header to each stretcher; only 28 headers came for 600 stretchers, and a great portion of the stretchers had to be made into headers, which caused want of stone for completion of piers. Next place, at one time, we had only six or eight Stone Cutters for three or four weeks; for about eight weeks more as many as thirteen, but we never had enough. I was sent to the quarry opposite Spoon Island by Mr. King to measure. I did not pass at the quarry any stones as correct, and then condemn them after they came to the works. I measured them at the quarry and reported them badly wrought. King told me to measure them and report them as I found them, and I understood Mr. Light had made a reduction from Crosby each month in consequence; this, King told me. There was plenty room for fifty Stone Cutters at the work, and they might have been employed to advantage; the reason they were not there was, Crosby and his foreman exacted eleven hours from the men per day, and ten hours

were wrought in other portions of the line, and first class stone cutters to whom I applied, (Crosby having requested me) refused to come on that account.

3rdly. The foreman in charge of the work under Mr. Crosby, Mr. Jewett by name, is not competent to carry on such a work. He is not a mechanic, and it was impossible for me to carry on the work as I thought it ought to be done, because he opposed me in everything: when I contended stone was not suitable he contended it was, and good enough for the work. One time Jardine, and Light and Parker came on to the works and proposed to build the footing courses and wings with rubble masonry. Crosby proposed to them to do it, and took them round to the stone to shew them what he intended to put in. It was decided that the stone he pointed out should be used for the purpose. At the time he commenced, or was going to do the work he wanted to put an inferior stone to that which he had pointed out, to which I would not agree. There then was a second meeting on the works,—Light and Jardine, and, I am not sure, Burrowes, and Crosby and Jewett. Mr. Light told me not to advocate the inferior stone. He did not want it to go in. I told him sooner than do it I would resign. Burrowes was sent afterwards to decide, and the stone was rejected. That caused 5 or 6 days delay. Burrowes and myself wrote out a specification,—submitted it to Crosby. He said he would not do it according to that but rather according to contract as the other footing courses were done.

It was my business at Hammond River to return a monthly estimate of all work done, and materials found to the office. In September, 1858, I was called upon by Mr. King to give a total estimate of all the work done up to that time. In October another estimate was required; Crosby had said there was more work done and more materials found than I represented in my first estimate, and they sent Mr. Boyd to assist me. He measured over the work, and came to nearly the same conclusion, £40 more or less. Mr. Crosby told me Mr. Light had brought him £250 in debt after that estimate by Boyd and myself, and that notwithstanding that, Mr. Jardine had advanced him £900, and he could get money without our estimates; when Mr. King came I mentioned the circumstance to him. He says, you don't think that strange on this line. He said there were other Contractors on the line could get money without an estimate as well as Crosby. He said Walkers'. He said Walkers' were more like Agents to the Government than Contractors. I said it was a shocking state of things that Contractors could put Engineers and Inspectors at defiance, and get money when they liked. Mr. King left the Province last September or October, about a week or two after this happened. He resigned, and, he told me for the following reasons: when he came on the works he made an agreement for a certain salary, and was to have an advance after 6 months. He had twice applied. They had not kept faith with him, and therefore he left. Two months before I resigned, 25 per cent. was attempted to be taken off my salary without giving me notice. A week before the last day of November, Stone came to me at Saint John Hotel, and asked me if I was aware my salary was reduced to 15s. a day. I said I was not. When I went to the office Jardine said Light had cut down my wages,—he had nothing to do with it. When I went to Mr. Light, he said he had not done it; the Commissioners had done it. Mr. Light wanted me to stop for the 15s. I would not. They did not say either of them that my wages were reduced for misconduct or incompetency. They did not express any wish for me to resign. After I left, Daniel M'Goldrick was appointed; he had been on the next Section to me inspecting. I don't think he was a mechanic, but a man of good judgment. I believe his pay was 15s. per day, but am not certain. He was turned off in about a month, and a man named Milligan, I have been told, a stone cutter was appointed, and was Inspector when I left Saint John. Can't say what his wages are.

A letter is here produced by Mr. Jardine, addressed by witness to Milligan, dated 29th January, 1859. *Vide* Appendix, No. B, C.

“The other sawney is Mr. Jardine. My object in coming here is not to turn out Mr. Jardine, but to tell the truth of all I know. I did not intend coming here and had no idea of coming here until officially summoned by the Chairman of the Committee. I left home a week ago last Monday morning. I have written two or three articles under my own name against the Commissioners, and those only. My motive was this: an article came out, signed “Navy;” a paper, the Morning News, charged me with
writing

writing the article, saying I was a discharged incompetent servant. I was not named, but it was directed to me. I then came out under my name, and wrote the articles to justify myself. No letter would have appeared under my name but for that—I had no feeling against the Commissioners or the Government, and have no money claim whatever, and I am not disappointed at leaving. I do not know whether or not Mr. Jardine had Mr. Light's certificate before paying the £900 to Crosby, same with Mr. Walker. Mr. Light's certificate ought to be based upon the estimate of the Inspector or person appointed to measure. The estimate is the measurement of the work done; according to the way the word is used on the Railway by the Engineers for the quantity of work done, and for determining the monthly payments. The estimates or measurement by Boyd and myself included all the work done on the Bridge as well extra as under the contract, and would include the materials also that had been found by Crosby. If he really did get the £900, it was a pure advance.

It was the Contractor's business to have the stone and materials and workmen on the spot.

Mr. Campbell, at the request of the Chief Commissioner, by permission of the Committee, here stands aside to admit of Mr. Boyd's being examined, who it is alleged is obliged to go to the works.

Mr. Edward Boyd. Am a Civil Engineer; engaged on the road; have been engaged as C. E. since 1854, and on this road since May '57. I was not engaged on the Robinson's meadow.

Some discussion here arose as to whether Mr. Myers had impugned the bridge or not: Mr. Myers is called upon and says, "I did not mean to impugn the statement in the supplementary report as to the cost of the Bridge, except that the cost of digging the foundation about £400 had been omitted, but my object was to shew that an embankment was cheaper than a bridge."

Mr. Boyd resumed. In 1851 I went to England to study: was not regularly articled to any Engineer: was a year in England, and was there engaged in Railway works, receiving no pay, but studying; had letters from Brassey to his foreman on two of his roads; came out here; was on survey with Beattie in Nova Scotia, 2 months; then on survey between Saint John and Calais 4 months with Mr. Gooden. In 1857, May, was put on this road on survey as Leveller, 2 months; then sent to Section 2, 3 and 4, as Crosdale's Assistant; then Crosdale and myself were sent to No. 5, and have been there since, went there in July 1857, and am now divisional Engineer of Section 5 and 6, and on Hammond River viaduct. I had no superintendence of heavy works before being appointed to my present position, but had seen them. Last February (1859) was the first time I was sent for to make calculations respecting the Robinson Meadow Works for the purpose of the Supplementary Report. I made up the calculations of the embankment and got together the items for the cost of the bridge, but I made no actual measurements. I had data from Cox, one of the Assistant Engineers, and Mr. Brookfield who took borings, and made up my calculations upon them. Cox is now in charge of the same section. Brookfield told me he took the borings, and he had notes, Light told me to go to Brookfield for the data. Brookfield was a Contractor on Section 4. I can't say whether he is an Engineer or not. Mr. Cox was the Assistant Engineer to King who constructed the Bridge. Mr. Cox was sick in February, and was confined to his bed, and that was the reason I presume I was sent for. Mr. Brookfield had made the borings before, but I cannot say when. I am not aware that Mr. Campbell made any borings for that work. Mr. Campbell was Inspector on the masonry work of the Bridge. I saw him there; was absent myself, and cannot say whether his inspectorship extended over any other part.

I made up the 65,000 yards embankment from the actual height from surface to grade, and from allowance for sinking and shrinkage. I made an average allowance of about 9 feet for settlement, the average depth was 27 feet; blue clay proper does not admit of much settlement. The height from surface to grade is 21 feet at one end and 26 at the other, mean height 23½, length of the embankment 800 feet; that would be longer than the bridge; the road bed is about 22 feet wide; no calculation was shewn me as having been made of what would be the cost of the embankment before adopting the principle of the bridge; the bottom of the embankment would vary

vary in width according to the depth of filling; the average was 145 feet, slopes, 2 to 1; it is the customary slope on such embankments. The 65,000 yards only include where the bridge now stands, and it is intended only to cover the same as the length of the bridge. The meadow rising would prevent the embankments spreading out any further than we put them. This embankment, or rather the calculation for it, is not more than those for the contiguous embankment, such as Lawlor's Lake, and Davidson's Cove, and four mile bridge, but rather less; I calculated the embankment of all earth. I should judge the foundations of the road at the Girder Bridge very similar to the meadow at Robinson's Bridge in material; the embankments at both could have been made of the same material. My calculations for Robinson meadow embankment is made of borrowed earth. I should not be willing to take a contract on any other calculation than that the same allowance should be made for the slope below the surface as above at that particular locality.

March 24, 1859.—Committee met.

Mr. Boyd's examination continued.

The 1000 cubic yards and stream diversion is for the culvert. There is no calculation what is rock and what is soil—mere assumption; soil cutting in that position is much less expensive than rock, calculation is based on length and depth of required culvert; the 520 cubic yards is the masonry of the culvert,—40s. a fair price. The 100 cubic yards of rip rap is under the paving and under the walls; the culverts entire cost would be £1,137 10s. M'Cullough's farm was the nearest place we could borrow our land from, and would take 4 acres at an average depth of 10 feet. The price—£100, was what I thought we would be obliged to pay. The 2½ per cent. on the £6,500 is for keeping the line in order for six months, so that teams could run over it for the purpose of making the embankment while the work was in construction, £150; track laying, £42 10s.; 6000 yards trimming and soiling slopes, £100. The embankment would require 3 and ¼ acres of land. The £585 is charged at the same rate as the land taken for the bridge. Total, £8,954. The ballasting has been omitted in the Report, which would cost £101 3 6. It was an oversight. The cost of the bridge is the exact cost taken from the books. The prices affixed to the items in the cost of the embankment are mostly made from my knowledge of the charges along the road, I may say all of them. I got the height of the embankment from levels made by myself. I checked Cox's levels from Barbour's to Saint John, (that would include this place,) and found them correct; that was to get the surface of the ground. I don't know whether the structure was built on that level or not. My calculation for the culvert was an arch culvert. I don't think you could have made a box culvert safely under that weight of embankment; that's my opinion. The box culvert (a double box) was piers in the centre, and would likely impede the water and freeze. I do not think covering stones could be found in the neighbourhood. There is a double box culvert built on this side of the line on No. 6, half mile this side Groom's Cove; the water is undermining it at the upper end already; it is under a lighter embankment. We thought we built it correctly, but it could have been saved by carrying masonry down at the end of the culvert. That culvert was built under superintendence of Mr. King. I think that culvert was built under best of judgment at the time. When the earth is dumped from the cart, the natural slope is 1½ to 1. I made my calculation at 2 to 1, because we should begin our embankment out at the full width, and I would further state that earth though dumped or tipped at 1 and ¼ will not stand at that more than a week. In building a heavy embankment it is usual to commence building at the bottom in layers and then going up afterwards. I did not see the embankment at the four mile (or Girder) Bridge made.

The length of the embankment is 600 feet; base, 118, widest place; top, 22 feet; average height 23½, and add 9 feet the average sinkage.

The contents in cubic yards are	....	....	....	....	62.833
Then, add 10 per cent for shrinkage,	....	....	....	....	6.283
					69.116

Memo.

(Memo: Mr. Lawrence, one of the Committee, calculates it at	....	51,333
Add, 10 per cent. shrinkage,	....	5,133
		56,466

and compares calculations with witness.)

Mr. Boyd resumes: If the embankment had been made in the same way as at the Girder Bridge, the sinkage would not have been so great. I won't undertake to say how much the sinkage would be: I don't think the material could have been got for the embankment but from M'Cullough farm. I did not see the pits, and cannot say from my own personal knowledge whether stuff could have been got. I never heard of culvert masonry for £1 per yard; but box masonry may be built for that. The result of the late freshets has shewn that the contemplated culvert through the embankments would not have been too large; the Robinson meadow stream is more sluggish than the Moose Path stream; the turning at right angles in the stream would have made it more sluggish. I think the line a first rate line for the money it cost. I don't know anything of constructive fraud, or shabby engineering on the line. As far as my knowledge goes, Contractors have been fairly dealt with along the line, and the Engineering Department is organized on the best method, and certainly the most economical, judging from the rates of pay on other roads. I never saw any neglect of duty on the part of Engineers in charge. I don't know of any extravagance on the line,—always good work for the money; management of construction good. On the work I have had charge of, I have tried to keep Contractors to their contracts. I have heard no permanent complaint of any of the Contractors of favouritism; have heard men sometimes when angry say, others were better treated; no persons on the line have complained more of Mr. Light than Mr. Walker. Crosby got along pretty well; all Contractors grumble a little. I consider Crosby is doing his work well on the bridge. Jewett is Crosby's foreman, and from what I have seen of him I should imagine he understood his work. He has not been a troublesome man, and has always carried out my orders to do the work efficiently. I think our works compare favourably with other lands. I do not know of my own personal knowledge that any of the structures had to be built over. I never heard Mr. King say that Contractors had been paid without the Engineer's certificate. The stone at Hammond River Bridge when it came from the quarries was badly wrought. The stone there for the string course, part of it is not fit to go in without endangering the parapet walls,—part of it is; none of it has been used as yet, they have not got to that point; they won't be allowed to put it in. They have not attempted to put in any bad, and I have heard Crosby say he regretted it coming down so bad. There has been done since beginning of November when I went there, about 100 cubic yards of footing courses; that stone was got from quarry on the hill. I have tried to have it made according to specifications, and think it is; it is the best free stone as to cutting and quality. The stone is laid dry to my satisfaction; the progress of the work has been quite as much as we could expect; we have been under water most of the time. I think Crosby has always done fairly. At Ott's cut I think they have worked as well as they could; it might have been done better, but I won't assert positively that it could.

Saturday, 26th March.—Committee met.

Carlostem Jewett.—I am a stone mason; have been engaged in works of stone masonry, my principal business, since 1826. In 1829 and '30 received letters of commendation for works done on the United States Arsenal. My first work as builder of Railroad masonry was in 1847, and my principal work has been at that since. I built and superintended in 1855, the Railway Bridge on the Old Town Falls on the Penobscot, between January and April; the Vesey Bridge, received \$1000 for my services. I made plans for State Bridge at Madawamkix, in 1853 and 1854. This is now a stone bridge. It has a flat toe cutwater.

(Mr. Jewett here presents four original certificates of competency and character, and calls the attention of the Committee to the state of his hands, as evidence of his being a practical workman. Copies filed, *vide* Appendix, Nos. 6, 7, 8 and 9.)

In January, 1858, I was employed as foreman under Mr. Crosby at the Hammond River Bridge, my principal assistant was and is Joseph Wharf; have known him

twenty five years, and that he has worked as foreman twenty five years, and for me five years before coming here on Railway Bridges. He received \$3½ per day in Bangor for his services. I paid him in Nova Scotia \$75 per month, and boarded him. I was a sub-contractor there, and I consider him an efficient workman. I was at the bridge before Campbell came and we had commenced the masonry as I supposed according to contract. I did not suppose the footing course to be Ashlar through the centre, and therefore did not put it in as such; when he came he ordered the middle of the courses to be taken out and put in Ashlar; I told him Contractor did not so understand it, and I would rather stop the work, and we did not work a couple of days until Crosby and King came. This was about middle of June 1858. Before Campbell's coming, Mr. Johnson from Indian Town had become our inspector; he did not pretend to be a mason; I understood he was to look after wood work. The first time Campbell came we had unpleasant talk, and I told him he was under influence of ardent spirits, and I believed it then and believe it now. He then said we were not in Nova Scotia or Yankee Town, and he would let us know we were under John Bull. When King and Crosby came, King required it, and proceeded to do (as Campbell required) the Ashlar work. I don't think Mr. Parker and Light came. I believe that Campbell drinks and that he came on the works under the influence of liquor. After King and Crosby came we made the alterations suggested by Mr. Campbell, and put in the Ashlar. I don't think Light and Parker had come before proceeding with the work again. I think we had but little done when Parker and Light came, and we continued putting in the Ashlar, and have no reason to think they disapproved of it. I think in a great many cases Mr. Campbell required us to cut the joints closer than Specifications required. I don't think there can be found a joint running through the works entirely through the stone as large as the Specification admits. He required us to put in an engraving stone to fill up a hollow which we thought could have been as well filled with spalls and cement. We did it. We had 500 pieces of brown sandstone lying around, and he put his eye on a coin 4 feet by 6 and not less than 18 inches thick, and required me to make it into a header that he wanted to use. I declined; it would not have been reduced very much, and would have filled the place he wanted, but we wanted it for other purposes. I think there were other pieces which would have answered just as well, but they would not make coins. We should also have had to haul away at useless expense other stones to get at this, nineteen large pieces; can't say that one of the nineteen would have answered. He complained very much that I did not accommodate him, and said the stone he required was a good stone for the place; others were put in which I think were in accordance with the contract. In another week we had just such another case; I refused because those stones were got for a special purpose; I worked for half a day getting out headers, thinking things were perfect, but he condemned them, and I felt he was determined to have what he selected. We, however, ultimately got one which he permitted to be put in. The man who takes his rule in one hand and his Specification in the other to see whether a stone will suit a particular place is a hard man to work under; because, practically, there are many stones just as good but which won't suit the letter of the Specification, owing perhaps to defect in some corner. I would study the Specification until I got its spirit and then select. It is necessary to have a specification, but no man can make a specification to suit every case. After putting on our footing courses we were putting on an 18 inch Ashlar; the Specification requires bed shall be 1½ for 1 rise. We had one perfect, but it was 3 inches short in width, 24 inches instead of 27. I thought it as well to put it in and to substitute other work that would make it quite as good, but he would not assent, and I had to throw it away and get another. In other cases it has been permitted, and I never worked under a man who would not have permitted it. There were many stones that exceeded the Specification in width. It was an inside joint and had nothing to do with outside appearance. Another case:—We had a coin, the back of it spalled; he ordered it taken off; it was, and carried away. He afterwards told us we might put it on; we did so. We had hauled it away 15 rods. I considered it a suitable stone without any additional labour on it, and it was put on by his permission. The Inspector would to-day approve of what he would disapprove to-morrow. Not being a practical man he had no system, and required us to do many times what would

would not be permitted by a practical man. I had hard work to keep Wharff there. He said he would fret himself to death on account of this man. I had hard work to keep Wharff there owing to Mr. Campbell's arbitrary conduct, and he said the men would or should leave if Campbell was continued. I would not wish to be misunderstood. Mr. Campbell's ideas in some respects were very good, and in others erroneous; the leading feature of his mind being self conceit when in liquor, unfits him as a good Inspector.

Question—Was Mr. Campbell's alterations approved of by the Engineer?

Answer—I don't know. The suggestions of Mr. Campbell were generally carried out when they could be, and I was desirous of doing so. He required us to lay a header over a header, which no practical man would approve of. Campbell required us to lay all the coin stones one way instead of breaking joints; we had to mitre some of the stones which cost considerable loss, and the wall was not so good as it would have been if laid the way I wanted it. It was however as the specification required, but was not workmanlike. Mr. Campbell did sometimes interfere with the men under me. Mr. Campbell at one time made a mistake in levelling the work which cost the Contractors about £7 or £8. The interference took place as often as four or five times a week. He was sometimes wrong and sometimes right. I don't think it was the Inspector's business to use tools. One of the toe pieces of one of the cutwaters has the mark of his tool which will last for all time to come. He cut it one inch too short. I presume this is a mistake in measuring, and is one inch less than the plan and specification required. Campbell frequently directed grooving pieces put in, or the stone cut level. I think the work on Hammond River done in a substantial manner. Mr. Crosby suggested a change in order to forward the work, but it was not carried out. Crosby wanted to put granite rubble masonry instead of brown stone course work; the granite rubble would have been as good as the brown work laid in cement if properly laid. We should have laid it properly, and it would have been equal to crown stone work. The Inspector is supposed to have a good deal of discretional power. Mr. Milligan exercises that power and makes alterations. Mr. Milligan allows two stones to be used in the place of one. King was there once in two or three weeks. I should consider myself bound to put in the brown course stone, if not otherwise consented to by the Inspector.

Question—What would be the difference in price if the letter of the contract was strictly adhered to by Mr. Campbell, and that in which it might have been built without affecting the stability of the work?

Answer—The difference would have been 20s. per yard. I have no idea that Crosby expected to work up to the letter of the Contract. The work done on Hammond River Bridge was better than any other work I ever did. The contract might have been carried out in spirit for 20s. less per yard.

Question—Was not the Bridge raised three feet, and in consequence would not Crosby require to charge extra?

Answer—Yes: two more footing courses were put in which used up the brown stone we had for other purposes. If Crosby had been allowed to use granite we would have been above water and escaped damages from the late freshet. I think the Province would be a great gainer if they employed practical Masons to inspect masonry. I don't consider Campbell a stone mason.

Monday, March 28th.

Mr. Jewett's evidence continued.

If we had not been compelled to raise the bridge three feet we should have had sufficient brown stone for the work, and even then, if we had been allowed to use the granite, we might have so far completed the work as to escape the January freshet; by contract we were not allowed to put in a larger stone than 6 feet long. We had one stone 7 feet long which we intended to put on, and had arranged other stone to fill up the courses; but we were compelled to cut off one foot which deranged the whole course.

Question—Would you rather drive two 16 feet piles than one 32?

Answer—If I had to run the driver I would rather drive one 32. Sometimes when Mr. Campbell put difficulties in the way, referred to in the former part of my evidence,

I thought he was under the influence of liquor. I consider him of unsteady habits. I never saw him drunk nor did I ever see him stagger when about the works. I think the contract was entered into September 1857. I entered upon my duties there 19th January 1858. The pile driving of three of the coffer dams was done and something done to the fourth, say about one fifth; the foundation of one of the piers was done up to the masonry; this was done when Campbell came, and also there was on the ground 500 pieces of brown stone; a large lot of granite; all the rip rap and rubble stones. I know Mr. Crosby met with difficulties he had not calculated upon, but if these difficulties had not taken place the work might have been finished in time to avoid the disaster in January. There has been very little work done since Mr Campbell left; the piles were driven for one of the abutments, and about a 100 yards of masonry, and one of the piers topped out. We were permitted to lay in mortar in cold weather. We had as many men as could be profitably employed. It took a portion of the time to make headers out of the stretchers; if the stone had come to the works in proper shape, the delay would not have happened. This was not Campbell's fault, after the stone had come to the works; but I understood from Mr. Crosby that Mr. Campbell inspected the stone at the quarry once a month. I never had it from Mr. Light or Mr. King, that Campbell was Inspector at the quarries. The stones were marked with $\Lambda \uparrow$; there were a number with \odot , indicating condemned work, but I did not know what that meant till I came here. Some of the stones with straight marks indicating them to be reduced, and I understood what that mark was for. Some of the stone marked O were redressed and used, some as headers and some as stretchers. The Inspector of stone should be on the ground when they are being dressed. If I was employed as overseer of stone cutters I ought to be there a part of each day; I meant as foreman, these remarks should apply, but not as Inspector. He might visit the works once a month and put his mark of approval on all he would pass, and I suppose the stone brought to the bridge had been passed by the Inspector. I should think the stones should generally be fit to lay without any more labour on them. I understood from Mr. Crosby that Government sent Campbell to inspect the stone. I don't know whether there is anything in the contract that compels the Government to send an Inspector. I have understood from Mr. Crosby that Government were responsible for all extra labour on the stone that had been inspected by Campbell. The inspection commenced in December and continued to May. They could generally have been measured without handling, but not always. I say I don't believe there was not a lot of stone brought on the ground that did not require something done to them before they were used. I mean, generally speaking. I saw a model shewing how the stone have to be put together. I saw it at the works. The stone was not laid according to model. I told Campbell there was nothing in the contract that compelled Mr. Crosby to lay the stone according to model, and that the stone had been cut for laying in another way.

Mr. W. Alden examined.

I live at Hammond River near where the bridge is. Mr. Campbell boarded at my house in the Fall, 1857, and Spring of 1858,—he came to my house in June 1858—and continued to live there till November of same year. I never saw Mr. Campbell drunk in my house; I have seen him drink; I never saw him go to the works in a state of intoxication; he generally left the house at the same hours with the men, and returned with them to his meals. I never heard of his being drunk in my absence, and being incapable of going to bed without help. There were quite a number of men that worked on the bridge boarded at my house. I never heard any one of these men say they ever saw him drunk or worse of liquor on the bridge. He always kept good hours when he boarded at my house, and saw no difference in his habits when he returned to my house the second time. I recollect the day Mr. Campbell came as Inspector of the bridge and that he was as sober as you or I.

March 29, 1859.—Committee met.

John Stone.—I am Mr. Light's Clerk, have been so since July 1856; since the first commencement of the works on the Railways by the Government. My duty at first was to examine estimate, pay the staff, make out contracts, and keep an account
of

of the moneys received and expended, and to give out the plant and materials from the Store at the Bend to the Contractors. I was there when Mr. Chandler was said to be superintending those works. Mr. Light was the Engineer constructing. I kept a Cash Book and a Ledger. (Books produced.) Those books will shew all moneys received and expended by Mr. Light from the time of my first appointment until 31st March 1857, on the appointment of Mr. W. H. Scovil. Since that time the accounts of the expenditure, &c. have been kept by the Railway Board in the Saint John office. The total amount shewn by my books to have been received and expended during that period is £58,452 11 10. The books shew in detail how the sums have been expended. I am able from those books to give the details of what any particular piece of works or any department may have cost as far as the details were returned to me. Those details were not returned to any but me, and no sett of books were kept by anybody but myself. These books were always in my custody, nobody having access to them but Mr. Light and myself, and they could not be altered or amended in any way. They are in the same state now in which I have kept them. I believe Mr. Jardine asked me for the books; the cash book was the only one I shewed him. My impression was that Mr. Jardine wanted the details, and he could see more of that from the cash book than from the other. There were at that time three sections under contract at Shediac; and three in Saint John, ("January 1857," Mr. Light says, from book,) and the work on the Marsh from the Mill Bridge to the three mile house. The ledger shews an account with the Banks of New Brunswick and Westmorland. In the ledger, in three cases, Brookfield's, Walker, and Stevens' account, the debit sides only are filled in; the credit sides were not, because they were made only of approximate estimates, and the accounts could not be posted until the final estimate was made up, and by the approximate estimates Mr. Light or myself could at any time tell whether they had not received more money than work done. Mr. Light still kept the books in his possession after the new Commissioners came in.

At this part of the evidence the Committee in examining the Books observe that items of expenditure are entered in the Books without any application to a particular district.

Mr. Light explains that the items so examined are between the Mill Pond and three mile house; that at that time constituted but one Section; now it is divided into two; 1st, from Mill Pond to Gilbert's Lane; 2nd, from Gilbert's Lane to three mile house.

Mr. Jardine explains that in making up the Accounts Mr. Johnson had to assume that some of these items were in one district, some in another, and Mr. Light in his Account may have put them on different ones, and this will account for some of the difference in details between the Commissioners' Account and Mr. Light's in the Report, and the new mode of Books were commenced in July last, classifying everything according to the present arrangement from the first commencement of the works; the same explanation also applies between the Bend and Shediac. Mr. Stone states "no duplicate vouchers were kept, and originals were sent to the Auditor General."

T. T. Vernon Smith.

Am a Civil Engineer. I signed articles with Robert Stephenson 19 years ago, and was admitted a Member of the Institute in 1847. My business was principally the mechanical construction of the railway, superstructure, bridges, rolling stock, iron work. I was on all the narrow guage roads of England, mostly all in Germany, and nearly all in France. Stephenson had contracts for the superstructure of all these. During the time—of 7 years—he built over 800 locomotives. As to enquiry 31, in the Address of the House,—the highest price in 1858 for Staffordshire rails by the quantity was £6 15s. sterling; that is for the Grand Trunk pattern Bridge Rail; not hammered; difference between hammered and rolled is from 15s. to 20s. per ton.

(Mr. Jardine here states that the 700 tons of rails imported from Naylor & Co. by the former Commissioners, and the 300 by the present Commissioners, were not hammered; those imported since are hammered.)

Mr. Smith.—I have been connected with the Grand Trunk as a valuer of land in Upper Canada. The rails upon that line are not hammered. In the price of an order for rails there is a difference of five shillings per ton, depending upon the size of the order,

order, and being an ordinary pattern. By an ordinary pattern I mean such as the Grand Trunk, of which large quantities are made, and rolls of that pattern are in existence at most of the works. The pattern used here is not the ordinary pattern. It is something like the Erie pattern, but it is so different that you would require distinct rolls to make it. The pattern was sent from St. John. The Bridge iron requires good iron in the top, and this requires good in the bottom; the difference in price for having the good quality in bottom as well as top, according to our pattern, is 5s. per ton. In the long run it pays to have good rails; it is good policy. The T rail is used in the United States. The difference in cost on the whole line from St. John to Shediac, in consequence of using this rail instead of the Grand Trunk rail, will be £100 per mile, or £10,900 for the whole. Jackson had imported the same as the Grand Trunk. I cannot say how much was imported by him.

Mr. Light here states, that there was sufficient imported by Jackson to lay 26 miles; 21 miles at Shediac and the Bend, and 2½ at St. John.

Mr. Smith: I never saw a rail on the Grand Trunk give way on the corner. I made a study of the Grand Trunk rails; on the Petersborough and Coburg we used the T, and the U rail was used on the Grand Trunk. The T rail broke 3 to 1 to the U. It is due to the manufacture of the iron. If I was building for my own use I would use the U rail with a hammered plate on the top, if I had money enough to pay for it. The hammered plate would add 15s. per ton, but that is 15s. less than the T. (Witness here illustrates by diagrams the difference between the T and the U rails.)

According to my opinion that expensive rail is not necessary for New Brunswick. I would use what Jackson was using. From the traffic to be expected that would last as long as was necessary. The ordinary life of a rail with such traffic as we have here would be 20 years.

I have had experience of the U rail for five or six years, of which I can speak positively. On the New Castle and North Shields, the up line was T, the down line was U. They were so placed expressly to test the rails, and the road was worked by contract for Stephenson. The rails were made of the same iron, of the same weight, and had the same traffic over them. At the end of the six years the U rails I am sure had the best of it, but neither were much worn. I had not charge of the road, but I was head draughtsman at Stephenson's, and in that capacity this road came under my constant observation. It was a road on which we tried experiments. We had to pay the repairs, and all the Accounts came through our office. I think the difference between the climate of this place and England would not make the T rail preferable to the U. In Canada we had as much trouble with the T as with the U. The frost is more troublesome on the T rail than on the U, though the difference is trifling. In England there is generally a Superintendent of Locomotives who has charge of all the iron work. In this country I never superintended any road where the U rail was laid. The T rail is the most elastic on machinery, which is the only advantage it has. When I speak of rails lasting 20 years I mean rails of good Staffordshire iron. The rails on the Cobourg and Petersborough, were lasting only at the rate of seven years, but they were only Welsh rails, and there was a heavy traffic. I don't think that in thirty years, practically, the difference arising from the elasticity of the T rail could be told. It is only in theory. There are many things theoretical that can be reduced to figures. I don't think there is any difference in the tread of the wheel between the T and the U.

The Grand Trunk rails in Canada were lasting at the rate of 12 years. The difference in cost between what Jackson would probably have put down here, which I suppose would have been Staffordshire, would have been 20s. per ton less than those now put down; and Welsh rails would have been from 10s. to 20s. less than Jackson would have put down, assuming his to have been Staffordshire. There would have been no difference in carriage, freight, or distribution and laying down in the one rail more than in the other.

By permission of the Committee, Mr. Light, addressing Mr. Smith, says—The rails as now laid down cost £15 per ton, and deducting the 25s. you name as the difference between the two rails, the other would be £13 15s., and you say (both being Staffordshire)

shire) the £13 15s. would last 12 years, and the best hammered Staffordshire will last 20 years. Do you think the sum of 25s. per ton a good equivalent for 8 years additional?

Answer—That question is based upon the supposition that at the end of the 12 years the £13 15s. rails would be no good, whereas they could be then repaired for 30s. per ton to last the same length of time again, whereas the 20 year rails must at the expiration of the period be re-rolled at a cost of £4 per ton, and then last for 20 years again, therefore there is no particular advantage in these superior rails; the £19 repaired would last 40 years, and the £13 15s., 24 years.

I say rails can be repaired, and are repaired every day in Boston. I know for a fact that the rails at the Great Western Station, (Paddington,) have lasted 14 years, and have never been taken up or repaired.

I do not know how the loss of the £2,000 on the 1,000 tons of rails could have occurred, nor do I now see how it could occur.

Wednesday, March 20, 1859.

Mr. Vernon Smith's examination continued.

Having heard Mr. Light's reasons in the Supplemental Report for saying that the iron imported from Naylor, Vicars and Co. was deteriorated £2 per ton, I cannot see that those reasons are sufficient. The good iron must necessarily be placed in the base of the rail to roll it at all. It is not reasonable to suppose they would leave the top off. I cannot see how the difficulty could have occurred to that extent; the rails are sawn off after manufacture by circular saws. I never saw these rails. I don't think the chipping the ends to make them fit could cost that sum. There are only 7 rails to the ton, and assuming that every rail in the ton required chipping at both ends, it would not cost more than 10s. per ton.

Mr. Light here states, that it had been subsequently ascertained that Mr. Reed's surmise of the best part of the pile being in the base was wrong.

Mr. Smith, says: I should think very few rails would require chipping; they might require filing: I have seen rails manufactured by the thousands of tons.

Mr. Jardine wishes Thomas A. Walker's certificate, page 12 of the Provincial Secretary's reply to W. H. Scovil's pamphlet, read: also Mr. Fleming's certificate, page 21. *Vide* Appendix, No. 20 and 21.

Mr. Smith says: If there had been any additional expense in laying the rails Mr. Walker would have charged it as extra; if he had to chip the edges of course it would be extra. That certificate of Mr. Fleming's certainly shews these rails to have been very badly rolled, but it does not necessarily entail any additional expense in laying if no chipping was required. The chairs usually vary in size more than the rails. If the chairs were not chilled, they would vary in size. Even taking that certificate as applicable to the whole 1,000 tons, still the expense in laying would be very little. After being laid the deterioration would be very heavy. If $\frac{1}{4}$ of an inch higher, they ought not to be in the main line at all, they would do for sidings.

Mr. Jardine here states that these could not be used for sidings but had to be used in permanent way, owing to contracts made and having no other rails, and the whole 1,000 tons had so to be used, of course a portion of those was laid in the usual sidings.

Mr. Smith: I think in 1857, Staffordshire iron was £6 15s. (Mr. Jardine thinks they paid £8 5s. Messrs. Light and Johnson confirm.)

Mr. Smith: If the rails are so bad as to be $\frac{1}{4}$ of an inch in difference in height so as to make £2 difference per ton, a man could not see it when lying on the ground, but could when on the track.

Mr. Lawrence here wishes Mr. Reed's letter to Mr. Jardine, dated 15th January 1858, read; in which he refers to Fleming's certificate, and says he found similar irregularities in other rails in England, and that the fault was in the pattern. (*Vide* Reed's printed Correspondence.) Letter of 15th January 1858.

Mr. Jardine's letter of 11th May 1858, to Naylor & Co. of Boston, is here read—*vide* Tilley's pamphlet, page 11—also letter from Mr. Reed to Mr. Jardine, dated 11th February

February 1858,—shewing other rails were similarly manufactured. *Vide* printed Correspondence, and Appendix, Nos. 23, 24 & 25.

Mr. Light here says, that in making his calculation of deterioration of the 40s. he allowed one third for the surmise of Mr. Reed that the best part of the iron was in the base of the pile, and that has since proved a mistake, and the remaining two thirds he charges to the very unevenness of the rails. That, says he, was my decided opinion, at that time; and I have since the laying of the rails discovered other defects which are equivalent to that one third; which defects are the slots at the end of the rails are slitting out, which is a serious defect. I would not have bought those rails at all.

Mr. Jardine's letter of 1st December 1857, to Mr. Reed, read; (*vide* printed Correspondence),—and Appendix 26.

Mr. Smith continued.—I think the Estimate for Rolling Stock in Table A No. 8, Light's Report, is a light estimate, and will not probably cover the final expenses; it will depend upon the traffic. I cannot say whether the general estimates are properly made up or not—page 14, Comparative Statement. I cannot say whether the road will cost more than the estimates, but I think it will. I have no data upon which to make any calculations more than others who have the Report in their hands. I made an estimate for the rolling stock, including the machine shop, which was much larger than this estimate, I think about £125,000; if the estimates do cover the cost, it will be the cheapest rolling stock ever put on a railway. I have looked at Jackson's estimates of rolling stock, page 132.

Mr. Light here states, the present Commissioners propose to give on 109 miles the same amount that Jackson & Co. propose to put on 144 miles—pages 76 & 132 of the Report; it is possible that a Contractor might have furnished the same number of vehicles of an inferior description, for less money, and would probably have done it say 33½ per cent less. The vehicles on the road are of a very superior description.

Question—Look on page 72, giving total estimate of whole road; in what respect is it insufficient?

Mr. Smith.—I cannot answer that question.

(Mr. Light requests that Mr. Smith may be asked if he ever had charge of a Railway?)

Answer.—I have had charge of the Coburg and Petersborough Road; the Petersborough Road was not virtually a finished road when I took charge of it. Engineers had not been over the whole road except the Bridge when I took charge of it. The main line was located and the work principally done. I located the Marmora Branch, 32 miles in length. I have not been engaged on public railroads as Resident Civil Engineer. I have never been engaged on a public railroad as Assistant Civil Engineer to any Engineer of note, but have been engaged on private roads. A private road is a road built without an Act of Parliament.

The cost of erecting a hammer to repair roads would be about £500.

Both the T and the U rails can be repaired in the same way and would each last twelve years. The pieces put in the damaged rails would be welded in; the best description of steel could be welded into the damaged parts of either description of rail. The commonest iron would be quite good enough to repair the rails of either description.

The ends of the rails generally fail soonest; damage begins at the ends, and runs up the rail more or less according to circumstances. When the end of the rail is so damaged it should be repaired at once. Rails so repaired would be as good as new *minus the wear*.

* Mr. Lawrence Myers' examination resumed.

Mr. Light in answer to a question says, that in his estimate of the bridge expenses at Robinson Meadow, allowance for digging foundation is made under item—pile driving I think, £490.

Mr. Myers.—I state that in addition to the cost of the bridge which Mr. Light has made, there should be added 1,500 yards superficial pitching which would be worth, including stone, 7s. 6d. per yard, which would not have been necessary had the embankment been made.

Mr.

Mr. Light here states that this work is not done or going to be done, because unnecessary.

Witness.—I state that this work was let for a lump sum of money at private letting and this amount of work was included in it. I produce the specification on which it was let; the item shewing that this was included is “1,500 superficial yards of pitching,” dated September 10, 1858, “specification for finally completing from Gilbert’s Island to Torryburn Station.” Brookfield did the work I believe under contract. I don’t know of my own knowledge that he signed a contract, but I believe he did. My brother had a contract to fill in this hollow at Robinson’s Meadow with earth (instead of making a bridge,) he felt certain of 6d. per cubic yard profit off of that work, when prevented from doing that, he holds a claim against the Government for the loss of his profit, and I say still that I could have made that embankment in four months and at the cost I have named and really less. I would gladly take a contract for that work at 1s. per yard cubic. My brother’s price was 1s. 4½d., and that contract states that a part of the cut southeast of Lawlor’s Lake was to go into that embankment, the foundations were dug and part of the stone hauled for the culvert.

Witness refers Committee to Report, page 49, to show that width of embankment is over calculated by Mr. Boyd at two feet in width, and reads—“Wherever the depth of embankments exceeds thirty feet, the formation width has been increased to twenty two feet, and the side slopes made two to one, and wherever the action of water had to be especially guarded against, ‘rip-rap’ or bank paving has been placed as a protection. The rock excavations are not less than twenty four feet in width with side slopes of three inches to the foot.”

Therefore in making the estimate of the costs of embankment they have over calculated two feet in width and one half feet in height off the bottom.

Refers to page 92, and reads—“The width of the road bed at subgrade or formation level has been assumed at twenty feet in embankment, and not less than twenty four feet in excavation, with slopes varying from one and a half to two feet horizontal for every foot vertical, according to the nature of the earth to be sustained. These dimensions and slopes I regard as liberal, and think that they may be reduced in some instances without hazard to the character or permanency of the work; the qualities of the prevailing earth will, however, require much caution in doing so.”

To shew that the slopes allowed in these calculations of the embankment is without detriment, witness here refers to page 93 to shew that embankment is better than bridge, and reads—“The superstructure of three of the bridges on the line, one of them erected some time ago over the Scadouc Creek, near Shediac, by the former Contractors, one over the Post Road near Saint John, and the bridge over Hammond River, are, or are to be of the iron girder class, made of boiler iron—a form of structure which though somewhat expensive, is preferred by many Engineers to all others for its simplicity, for its permanent adjustment, and for its great strength when well proportioned. Permanency, including proof against fire, seems to have been thought especially called for in the localities above named.”

Also pages 63 and 69, to shew that cost of keeping up embankment is little, while that of bridging is heavy:—“As the earth work of a Railroad costs almost nothing for repairs, while those of its perishable superstructure are very great and proportioned to its length, as is also the cost in fuel, wages, wear and tear of the Engines of running the road, it will often be advantageous to make large expenditures for the former element of cost, in order to lessen the length of the road, and consequently the annual expenditures of the latter.” “It is also noteworthy, that the permanent character of the important bridges on the Grand Trunk Railway proper will in the course of years be productive of great saving, from the absence of those losses by decay, or fire, or flood, which as you know to your cost are too prevalent elsewhere both in Canada and the United States.”

With reference to Lawlor’s Lake, I say it is an excellent work—a good permanent job. I did it myself. My brother, Dillon, had a Contract to fill in that lake at 1s. 3d. per yard, but he was allowed 1s. 4½d. in the final estimate. Mr. Light is approximately correct when he says in the Report that 10,000 cubic yards of earth had been thrown into the lake without making head way. Mr. Light called several times a week, and on two occasions I urged upon him the propriety of getting trees

from the hill side to prevent the earth washing out into the lake. He agreed with me; the first day we gained but little, barely perceptible; next day 5 or 6 feet; 3rd, 4th, and 5th, and each succeeding day gained rapidly, last day 16 feet, and I felt encouraged. About that time the work was stopped and they commenced building a bridge without giving me any warning, throwing 200 of my men idle in middle of winter. Mr. Hartshorne, Mr. Light's officer, informed me that they were going to build a single track for a temporary dump, which would keep us idle for three or four days, whereas we were kept idle for seven weeks; instead of a single track they built three. I informed both Mr. Light and Mr. Jardine that I could build the embankment with trees, &c., and quicker than they could build the bridge. My brother paid nothing for the use of the bridge, and I set down the loss to the Province at £3,500. Just after the bridge was built it gave way; didn't answer for a dump, and it cost more to keep the bridge in repair, than it would to have dumped the earth from the embankment the way we were doing before bridge was built.

(Mr. Myers here offers to prepare statement of items; instructed to do so.)

Continues.

After the Bridge began to give way, Mr. Light and Jardine came up in April '58, and proposed an arrangement to fill in the Lake; they said I had always been up to the mark, and wanted to know what time I could do it in. I told them if they would let me be my own inspector I would fill it in 25 working days. They agreed, and I filled it in 19 days.

The road is not built well in the following instances:—

Ist. The Car house in Saint John never should have been put on a grade; the upper end is nearly 3 feet lower than the Railway track, which will make it dangerous for getting Cars in and out, unless they go to an enormous expense to get a level track by running out 1,000 or 1,200 feet, which would cost several thousand pounds, two or three at least. It must have been a mistake. It could not have been intentional. It is necessary to have a Car house, and it is in the proper position if the grade is right. I don't think it can be cured without stationary machinery or a locomotive to pull up the Cars, or cutting as I have before mentioned.

There were numerous pieces of bad masonry between 7 Mile House and the Town, which have since had to be rebuilt. On the 7 Mile House Bridge the abutment cracked. It had been put up by Walkers; my brother was allowed £100 for the repairs, and how much more he will be allowed I don't know. Another large culvert at Donovan's cut has been allowed to sink down, an ordinary culvert. It cost £60 or £70, and was not required.

I think a large saving could have been made. I think the whole amount of earth work on the line (I have been as far as Section 8, at Hampton, and taking it for granted that the whole line is on the same width and slopes,) is at least one third unnecessary, *i. e.* it is increased, in consequence of extra slopes and cuts, one third; (the slopes in the States are only $1\frac{1}{4}$ to 1;) and these slopes increase the work one third beyond what similar works would amount to in the United States.

(Here witness states, if permitted, he will make up calculations; directed to do so.)

Continues.

The work on these additional slopes would cost more to the Contractors per cubic yard than a similar quantity of work in the bulk of the cut.

I acknowledge that these extra slopes are slightly beneficial, but not at all equivalent to the cost incurred.

The macadamising the road at the Girder Bridge is also an unnecessary expense. There is a great deal of rough ashlar work in culverts and masonry unnecessary, and which does not add to the value of the work, in some foundations. See Report, page 92. "The masonry consists of abutments and piers for bridges, walls and arches, or other covering for culverts; these are of a high quality well adapted for durability, and generally very creditable to those concerned." And page 93: "It is not improbable indeed that it may be found safe in some of the works yet to be built to lower the standard of quality or substitute a different class of masonry, and thereby reduce somewhat the cost. This however must be confined to the less conspicuous and lighter works which are only important as a matter of expense in their number and aggregate amount." It

It is objectionable that the grades through a cutting should be on a level. It entails expense from the mud wasting.

I think, notwithstanding all these mistakes, that Mr. Light has not made more than many with greater experience might have made, and with what he has now learnt he will complete the road better than any other man that could probably be got, and cheaper too: if he will apply himself. He has consulted me frequently, and I found him of quick perceptions and sound judgment, and more than men of his experience generally have. (Mr. Myers is here instructed to prepare his calculations and bring them in.)

March 31st.—Committee met.

T. T. Vernon Smith.

The question or insinuation intended to be conveyed in asking whether I had ever been Chief Engineer is improper, as none of the Engineers referred to in the Report itself had been Chief Engineers. Hatton, Gregory, or others.

Memo: Mr. Smith here got into an altercation with Mr. M'Adam. Words and explanations follow, and Mr. Smith's evidence closes.

Mr. Myers, recalled at the request of Mr. Light.

As far as my experience goes, I unhesitatingly give the preference to the T rail; that is, such as they use here. The T rail is such as is used in the States; one great benefit a train is not nearly so apt to get off the track on the T rail as on the U rail.

Mr. Campbell recalled, and examination continued.

I superintended the pile driving, boring and masonry of the Robinson Meadow Bridge; but not the wood work, except giving the heights of the three Bents, 3 at one end and one at the other; the average height is 23 feet 2 inch to formation line, (produces paper,) this copy is taken from Mr. King.

With reference to the boring, I bored the meadow under the bridge every 60 feet, to get the length of the piles without waste, commencing on the Lawlor Lake side; the first boring 60 feet from the end of the bridge, and 16 feet in depth, principally gravel and mud, pretty hard. Next 60 feet, bored 22 feet; 5 feet of soft bog; then came to a soft mixture of blue clay; close to each boring, a piece of the substance, clay, mud or gravel, whatever it might be, was left on a board along side for Mr. King to examine. 3rd 60 feet; got 25 feet in depth, bog about 7 feet; then the soft blue clay, and struck the rock bed at 27 feet. 4th boring at 60 feet further, 37 feet deep, 9 to 10 bog, then blue clay, very soft and gravel at bottom, and struck rock foundation at 37 feet. 5th boring at 60 feet, 37 feet deep, and borings same. 6th, 7th, 8th and 9th same as the last. 10th boring, there was an embankment formed there with rock, and had to bore about 20 feet from the side of the line, depth 45 feet, this was on lower side, next road, towards which bog sloped, borings the same; then bored on the upper side about 20 feet, and got soundings at 17 feet, shewing that the hard ground has a slope towards the road.

Mr. Light was there several times. In driving the piles, we found them to come as near the borings as possible.

I can't see why an embankment could not have been made there as well as below the Girder Bridge.

I measured from the height given to me out of the office, and I make out that an embankment would be as follows:—

9 feet of sinking, and 10 per cent. shrinkage, and the slopes 2 to 1, would make 51,367 cubic yards 5 feet 8 inches, which at 1s. 4d. would make £3,531 9 6. I took it at twenty feet wide on the top and the other dimensions allowed for the embankment. In addition I allow an arched culvert, £768 7 3, 8 feet diameter, that is what I consider would be a sufficient culvert for the place.

The foundation of culvert I allow 116 cubic yards and 18 feet broken

stone at 4s. per yard,	£33 7 0
24 yards and 14 feet gravel to pave on,	3 12 0
36 cubic yards 7 feet Ashlar, at 54s. 6d.	98 2 3

Carried forward, £135 1 3

	<i>Brought forward,</i>	£135	1	3
118 cubic yards 22 feet blocking course, at 40s. ....	....	237	13	0
60 cubic yards and 5 feet rubble back at 15s. ....	....	45	3	0
42 cubic yards of arch Ashlar masonry at 80s. ....	....	336	0	0
10 cubic yards of rip rap at 5s. ....	....	2	10	0
24 cubic yards and 24 feet paving at 10s. 1 foot thick, ....	....	12	0	0
		£768 7 3		
Then 7,466 superficial yards of soiling on slope, at 3d. ....	....	£93	6	6
504 cubic yards of ballast on track, at 4s. ....	....	100	16	0
Laying 600 feet track on embankment, ....	....	15	0	0
Diversion of brook for culvert, ....	....	50	0	0
6 acres of land for borrowing, at £25, ....	....	150	0	0

Total cost of embankment, £4,708 19 3

and that embankment would be of as good and permanent a character as any part of the line. My calculation for diversion is based upon a knowledge of what such would cost. I made no actual measurement on the ground, but from the height given me by Mr. King. I know the height of the Bridge to the 1-16th of an inch, and only got the height of the bents from Mr. King. I know nothing about the Station grounds. I have seen the Car House so much talked about. I think it should have been built upon a level plain and not upon an incline; it will be very difficult to get cars in and out at top end without machinery or horse power; the lower end of the Car Shed is level with the Railway, if taken out at bottom end they would require to run a good way down to get on the main track.

Question—Is it not the common way to shift Cars with the Locomotive?

Answer—Yes it is. The situation of the station is in a very bad position and ought to be a much better building for such a line of Railway. I know nothing of the cost of the present building. I think I could put up as good a building for £2000. I don't know much about changes in the road. It is my opinion the Girder Bridge should have been on a skew or angle of 32 degrees; the same girders would have answered the purpose and would have taken less iron flooring and would have saved the expense of the diversion road; this is the road spoken of as being macadamized; the bridge would have cost about £100 more in the masonry if made on the skew; there would have been more labour, but not much more quantity.

R. W. Burrowes examined.

I am a Civil Engineer; was educated at Addiscombe, where the Royal Engineers are educated. I have had twelve years almost constant practice on almost all sorts of work, Canals, Harbours, and Railroads. I was about 2½ years on Railways as Contractor. My practical experience has been in the United States, Canada, Nova Scotia, and New Brunswick. I have been 15 months on the present works. I have made the calculations myself; as to the measurement or cost of the embankment at Robinson's Meadow Bridge, the calculations were made by Mr. Boyd, my assistant; I did not know but that Mr. Boyd had measured the work until I heard it in this room; the person from whom he took his data was the Assistant Engineer fully competent to give. I have no reason to doubt the correctness of Mr. Boyd's calculations. I have always found him correct. Ashlar masonry at 80s. I think low enough for the kind of stone; there are 69,126 yards in the embankment. My calculation is based upon scientific principles understood by Engineers, and always acted under in cases of this kind.

April 1st, 1859.—Committee met.

Mr. Burrowes' examination continued.

Mr. Lawrence puts the two following questions:—

1st. In measuring embankments where a given height is named and a given sinkage, do you always take the sinkage an average one and the embankment not?

Answer—I don't understand the question, but I should calculate exactly upon the plan I have mentioned.

2nd.

2nd. What is the quantity in an embankment 600 feet long, 23½ feet high from the surface, breadth on top of embankment 22 feet, sinkage 9 feet, slopes 2 to 1, 10 per cent. shrinkage?

Answer—The quantity calculated from a diagram of cross section, as given to me by Mr. Lawrence, is 54,816 cubic yards.

This last mode of calculating for works of this nature, that is, embankments, is contrary to all principles of calculating such work, because presuming the sinkage to be 9 feet in centre only, a direct line drawn from a perpendicular line from either side of the road bed to the base of the cross section at the intersection, a straight line from thence to the toe would not be correct. There is no principle of average to such a line; the line of calculation would not make a straight line.

I have a personal knowledge of the piece of ground on which the Bridge stands, and over which it was contemplated to build the embankments. I have not noticed them cutting hay on this place; I always had wet feet going over it.

Question—Do you consider, bearing in mind permanent character and economy of construction, that it was judicious to abandon the embankment and construct the Bridge?

Answer—As to permanency, an embankment is preferable; as to economy, the Bridge. And I understood that there was no material on the St. John side of Lawlor's Lake to make embankment of, and as Lawlor's Lake was one of last points prior to opening road, no material could be procured from beyond, and from my own casual observation on the ground I believe that conclusion is correct.

Question—Could not the same material be found in the vicinity of the Bridge to construct the embankment, which was found in the vicinity of the Girder Bridge?

Answer—Yes: but I question whether drainage could be made so as to procure the material in any very great quantity.

The Bridge is in Section 2, and I did not know, (I never saw the Contract,) that Dillon Myers had a contract to build the embankment until I heard it in this room.

Contractors are not obliged to go off their Section for material.

They should examine the place to see if they cannot get materials to perform their contracts.

Mr. Burrowes reads from page 10 of the Supplementary Report: "Secondly, there was a considerable saving effected of wear and tear of rails by the adoption of bridge work, though no notice is taken of this in the above estimate; yet that this item is worthy of consideration will be apparent, when it is considered that the large quantities of material required for the embankment must have been brought a very considerable distance upon the line, and would have required some five or six months for transit."

The difficulty or facility of getting materials in the vicinity determines the price of the contract. If the embankment had been made up of bog there would have been great shrinkage; the price 2s. per yard in the estimate in the Supplementary Report is not unreasonable from any place I know of. The price is governed by the length of the lead and the nature of the material. I would consider it a low price any where in the vicinity from my present knowledge. The shrinkage of the material if the same as the material at the girder bridge would be from 30 to 50 per cent. in my opinion, and if the shrinkage is 50 per cent., the cost would be 2s. 9d. at the price of 1s. 4d. in Myers' contract.

If as mentioned in the Report it was desirable to use the bog at the girder bridge, it would be equally desirable to use it at Robinson's Meadow if it could be got, but the difference of weight from the height of the embankment would make a material difference.

The excavation from the north end of the Robinson's Meadow viaduct to Lawlor's Lake was principally rock. If the rock had been tipped from the height at the viaduct, the sinkage would have been greater. I consider the whole calculation of sinkage low, from observations made by me in Nova Scotia.

Assuming that two thirds of the material on which the embankment would rest was clay, and that the rock was tipped off the top of the embankment, how deep would that rock sink?

Answer—As I understand the meaning of the word clay, alumina, it would not sink at all.

Assuming

Assuming two thirds to be blue clay or marl, how far would it sink?

Answer—Can't say, because I don't know the consistency.

From any knowledge of my own I do not know that the embankment would sink 9 feet. From observation I believe it would. My observation is formed from what I have seen of bogs and peats in other places.

Saturday, April 2nd.

Mr. Burrowes continued.

I have seen Mr. Boyd's calculations in the Supplementary Report with reference to the culvert. I think the calculations made by Mr. Boyd are correct. I think the culvert is such a one as should be put in such a work, and I think the prices given are not too high. The usual price paid when there is no rock is about 1s. 6d. per yard for stream diversion.

I think there are foundations under similar circumstances such as Mr. Campbell proposed, say lutching on some portions of the work. I think £100 low for the extra cost had the girder bridge been made on a skew of 32 degrees.

Question, by Mr. Light's request—Was the erection of the temporary pile bridge in Lawlor's Lake judicious?

Answer—Yes, under the circumstances. I think there was a great saving of labour and materials in consequence.

I should judge from what I have seen of similar works in other places that the sum named as having been saved by the adoption of the pile bridge as low, if the calculations are right. I think, from my experience of similar places in Nova Scotia, that if some means had not been adopted and the tipping had been continued from the end of embankment, the bridge would not have covered the difference—if quantity and calculations are right.

I know of a similar place in Canada called Mudge Hollow.

Contracts let 10th January 1857. I commenced 18th December 1857. I cannot say what portion of the work was done when I came there. I think if proper soundings had been taken an approximate estimate could have been made of the cost.

I should think that tipping from an embankment upon brush at the toe of the embankment would force the brush forward. I think the plan as spoken of by Mr. Myers would not be efficacious.

I believe the mud in this place is about 40 or 50 feet below the water.

I know that the opinion I have given as to the effect of brush is correct. I know this from my experience on similar works when I was interested, being the Contractor.

If Mr. Myers' plan had been adopted in the first instance it might have answered; it is however problematical. My reasons are exactly such as are shewn in the Supplementary Report on Lawlor's Lake. The masonry on line from Hampton to the Bend is good masonry. The Contractors complain of the masonry as being too good. I consider it good economy to have good masonry, such as the masonry on this line. Because the failure of a culvert might entail the loss of a great portion of the embankment.

The reason why some of the masonry may be considered by persons who do not know, high, is that the stone is not strong stone and requires close jointing, closer than if the stone was strong.

These instances do occur in culverts under large and heavy embankments, and in all heavy arches say from 6 to 10 feet; if one of these culverts should fail the cost of repairs would be at least double the original cost of the culvert.

I was in Nova Scotia the other day, and was an eye witness to the washing away of culverts on the Railway there.

I am aware of failures on roads in the United States from effects of late freshets.

I am not aware of any failures on this line of road from effects of the late freshets.

There would be nothing unusual in the failure of a small 3 foot culvert, an isolated case on a line 109 miles in length. In such a case it would be very frivolous to charge the whole line with having shabby masonry. Dry masonry would answer for large culverts, but would be much more expensive. I would prefer cemented work, without considering extra expense.

An unnecessary increase of one third in the earth work could not possibly take place by the system pursued on the line, and I am not aware that it is at all increased for a good road.

One and a half is the usual slope adopted; and 2 to 1 as occasion requires; 2 to 1 is the exception. I consider that the slopes as they are on this road will be a saving in the end. All the slopes from Moncton to Salisbury are $1\frac{1}{2}$ to 1.

Paving the toe of the cut with stone would be a good idea, but would not in all cases prevent slides, because springs or runs of water are not always at the bottom of the slopes. When earth is wanted for embankments it would be advisable to widen the cuttings. Pitching the toe of the stone would be cheapest, if the earth was not wanted for other purposes.

As to the Saint John Stations, Mr. Stead made the plans of the buildings now erected and all the buildings in the vicinity of St. John under direction of Mr. Parker.

I do not see that they could have been better located as to extension of the line to St. John westward. The level grade is advantageous because a Station Building should never be put upon an incline, and is not in this case.

The Car Shed I understand was located there by Mr. Parker. The Car Shed, 325 feet in length, is on the level of the Station Yard; Cars could be taken out at the eastern end by hand if necessary. If one of the three tracks are kept as a main track it is possible for an Engine to come out of Car Shed and back up the train into the Passenger Shed, and the train would then stand in its proper position to start for Shediac. The same could be done in starting to westward. I don't think the Car House is in the best position. But Mr. Parker has had more experience and I suppose must be right. My reasons are that I would like to have access on the level to both ends of the shed. I do not know that the buildings could have been better situated from an examination of the location of the other buildings of the Station. When I made the plan I located it further down the track towards Gilbert's Lane. The present site would be most convenient for City purposes.

The duty of an Inspector is to see the work done under his inspection carried out according to the Specification under instruction of the Engineer. I have had some experience in pile driving; have driven 50 or 60 thousand feet of pile driving in one structure as Contractor. The length of every pile could be ascertained by boring for every pile.

It would not be at all unreasonable to pursue that course. Pile driving is always done by the foot as I know anything about it. Piles are apt to vary in depth in the same bottom. If the driving was paid for by the foot there could be no saving effected by boring; it should not cost £1,200 altogether for work on the girders for the bridge. The figures in the Supplementary Report are correct as to the progress of the work, they are made up of measurements and estimates taken and endorsed by myself.

By these estimates the total cost of the bridge will be £22,382, including cost of girders, of which £2,208 2 2 is extras. This estimate was made up on the 18th December.

I authorized Mr. Crosby to lay up some work as a specimen of granite, not fit for ashlar, instead of red stone; Campbell and I drew out a Specification which Crosby was to try, and if I approved of it, it was to continue. I came back on the work some time after and was informed that Mr. Crosby refused to put it in but would stick to his former Specifications. I think under the circumstances it would have been better for Crosby to put in the granite. Can't say which would have been most expensive. I did not know at the time Crosby's reasons for not putting it in. Some time after Crosby told me Campbell would not let him put it in. The reason why there was not red stone enough was because there was two more footing courses put in, making four footing courses.

I think there is as much red stone in the work as was intended to be put in by the contract. Mr. Crosby and Mr. Campbell disagreed frequently. I can't say who was in the fault. I never saw Mr. Campbell interfere with any men or teams; if he did so it would be outside of his duty as Inspector.

Extras are allowed on unwatering extra piling, &c. It is most economical to put the height or minimum quantity in tenders at a minimum at first and increasing afterwards according to schedule of prices; it is perfectly safe, because you cannot pay too much by this rule.

Saturday.

Saturday, April 2nd, 1859.

Mr. Burrowes resumed.

I have understood Mr. Crosby said that Mr. Campbell was arbitrary, have heard others say so, but not Contractors.

I think that the work might have been above water before the freshet in January, if the extra 3 feet had not been added to the height of the bridge.

The delay occasioned by raising the bridge arose from having to wait for brown stone of which there was not enough, and extra quantity of masonry.

I never saw Mr. Campbell drunk on the works or anywhere else.

I saw Mr. Campbell engaged at the Four Mile Bridge, and at the little pier walls at Robinson Meadow Bridge.

Mr. Campbell always complied with my instructions. If he had disobeyed my orders I would have reported him to Chief Engineer or dismissed him if I had sufficient cause. I do not know that any granite stone set in cement since Campbell left. Some of the footing courses in the abutments are being set dry. I would prefer cement but I think it will make a good job if carefully laid.

I can't say when the bridge will be done, it depends upon circumstances.

April 2, 1859.—H. B. Crosby examined.

I am a builder by profession; been 20 years in this Province; mostly engaged in building during this time. Am the Contractor for the Hammond River Bridge, with Mr. Otis Small. Our contract extends merely to the bridge proper between the two abutments and including them, and 2 piers; extreme length 393 feet; breadth at bottom of the piers 50 feet, at top 24. My contract includes putting the girders together and putting them on; I am to furnish all the materials except the pile shoes and girders; the other iron work we find ourselves; height 25 feet 6 inches. Contract by gross sum £11,950. Have received up to the 31st December 1858, £9,015, and since that time, £500 or £600. I always considered I had extra work. I have no account of it here. In sending in my accounts for work, I sent in in one column what was done under contract and in another what was extra. Out of the amount I have received I consider I have received £3,000 on account of extras.

The plan by which I am building the bridge is not the plan I contracted by. I assumed it was something like £1,000 more than the first. Mr. Light said it was probably larger, but he did not think quite so much. That increased work was to be paid for according to the schedule of prices in the contract; when the first contract was made it was not settled where the bridge was to be; the present site is the best for all parties.

We had all of our timber according to the specifications on the spot; 18 feet piles—40 feet piles were ordered after we had commenced driving the 18. We found quicksands which required the increased length; the 18's were still used, but an extra was allowed on account of the difference between 18 and 40. The way I have returned the difference which makes the extra on account of the piles amount to £2,000 and upwards. Nearly that amount of allowance is included in Mr. Light's estimate monthly; I considered it allowed from the first time it was put in. Mr. Campbell came about time of increasing length of piles. This is still a matter subject to Mr. Parker's decision in my opinion. It was referred to him. The toe-stones, £100 allowed. The cutwaters is an extra; £100 or £125. Also the cap stones on which I have been allowed £50 on account. Have also been allowed on the extra footing courses, about £1,000. They have allowed some extra for pumping, £100 about; some other small items; also the diversion of the river, about £400; also something for filling in about abutments £60, or about that. About £1,200 more for things underrated and small things, which now I can't think of; the items of all these charges have been all rendered to Mr. Light in my monthly estimate up to two months ago. After Mr. Campbell left and Mr. Boyd came on he kept all account of extras separate, and everything has been satisfactory so far as the returns since he came. He has returned some £1300 which he considers in excess of the contract. That is included in the £5,000 above. Of this £5,000, I think £3,000 and upwards has been allowed by Mr. Light. There will be more extras yet before the work is done. We thought
when

when we took the contract the bridge would cost £15,000 or £16,000; or rather when we signed the second plan; the first plan we also signed the same day; that was the plan for the contract, the second plan was the plan to build by; this was two months after we were notified we had the contract.

I think the Bridge will cost, if I am allowed my just claims, between £16,000 or £20,000. It is a hard matter to come nearer, on account of the accidents and delays, and the stones being measured at the quarry by a Government Inspector, and afterwards cut over to satisfy the Inspector, Mr. Campbell. The delays principally have been in cutting this stone over.

The accidents—First, one Engine blew up, and killed a man, that delaying us six weeks. There was a delay afterwards in the way Mr. Campbell required the stones to be laid, and his interference.

The Bridge will be done sometime in August, depends upon the freshets, may be in September.

We had delays in consequence of the quicksands which we did not know were there. I had piles left when I finished the job. I said I had got money without Mr. Campbell's certificate; and I did not care for his measurements. I invariably get Mr. Light's certificate before getting pay from Mr. Jardine. He was very particular in that respect.

I did tell Mr. Campbell that Mr. Light had brought me £250 in debt according to the returns that Mr. Campbell had given, and that I had got money from Mr. Jardine notwithstanding; but I do not remember what I said, I might have said £900.

Boyd and Campbell went round and measured the stones, and I sent a man with them.

The first time Campbell said he measured, I was dissatisfied; he guessed at it, and told me he did. After this it was Boyd, and he measured.

He guessed at half the stones, some of them were in the water. The subsequent measurement by Boyd and Campbell of the same stone gave more.

A man named Nichol came to the works to measure after Boyd and Campbell.

I think £150 of the debt Mr. Light brought me in was owing to improper measurement by Campbell. Mr. Light has never admitted to me that the measurements made by Mr. Campbell were wrong, but he rectified these amounts.

April 4th, Monday, 1859.—Committee met.

James Johnson.—I am the Accountant for the Railway Board. Have been since last July. I made up the Accounts as set forth in the Commissioner's Report, and also in Mr. Jardine's explanation of 25th March, 1859. I have been always accustomed to Accounts, principally as Accountant in the Bank of British North America; this is the first time I have ever turned my attention to Railway Accounts. I went on to Portland in the early part of July 1858 to study the Grand Trunk system of Accounts, I was there a week. Our present system is a modification of the Grand Trunk system, the details a little different.

The difference consists in the classifications not being so extended as the Grand Trunk. The subdivisions of the general account are not so numerous; the general account is that in which the whole expenditure ultimately appears. For instance, the account called the permanent way in our account has only four divisions. I think in the Grand Trunk it has six. Our object is to condense as much as is consistent with lucidness. I think it is as available for the detection of errors, and sufficiently extensive for the amount of our undertakings. The Grand Trunk system I believe works well.

The permanent way account means all moneys expended for the construction of the Road, including cost of materials of every description; but it does not include Engineering buildings or rolling stock. To shew how it will appear when finished I state that as each Contractor's work is concluded, the total amount of his expenditure is charged to permanent way.

I state in order to explain the difference between Mr. Light's accounts and mine, that Mr. Light's were intended simply as an approximate estimate, and his dates do not correspond with mine; his being made to a later date generally, and in my accounts the sum total of all the expenditures for work and materials is made up to 31st October

last; therefore on the same item, my accounts might include more or less than his. In Mr. Light's account, page 78, Table A, No. 9, of the Report, Moncton Wharf is charged at £498 12 7. In page 8, Title Buildings, it is charged at £559 16 6. The latter is my account of actual expenditure including an amount of logs and labour, which did not come into Mr. Light's department, and of which he would have no account.

In the case of the Moncton Station, again at Table A, page 78, Mr. Light charges it at £1,556 7 5; at page 8, Title Buildings, it is charged at £1,554 14 11,—observe that there is also charged in the latter case just below £318 18 3 for freight shed, &c. and other items following—the small difference is probably included in one of those other items; but I can't say in which, because I don't know how Mr. Light made out his accounts.

April 5, 1859.—Committee met.

Mr. Myers produces his calculations, as directed to be made at a previous day, (March 30,) and which are marked severally, No. 1, April 5, No. 2, do., No. 3, do. *Vide* Appendix, Nos. 11, 12, and 13. Also certificates of character from John A. Poor, A. P. Robinson, C. E., John Wilson, President Saint Andrews Railroad, J. M. Balloch, President Shelly Railroad Company, Kentucky.

Mr. Myers' calculations are as follows:—

No. 1. Is an approximate estimate of work he thinks unnecessary on Lawlor's Lake Bridge, and an entire loss to the Province,	£4,140
No. 2. Grades and Slopes, shewing that a saving could be made one way of	40,000
(And in another of £60,000 or £70,000.)	
Rock cutting,	6,369
In regard to first class masonry, £5 or £6000,	5,000
2nd class Masonry or Box Culverts, from £15 to £20,000,	15,000
No. 3. If there had been good Contractors and competent Engineers on the line there would have been a saving of £20,000 to £25,000, and a saving by not macademizing of	2,400
	£72,909
No. 4. Is a plan shewing where saving could be made in slopes.	

Mr. Campbell submits certain plans and calculations pursuant to directions.

No. 1. Is an account of loss from improper mechanical construction on 23 miles, shewing loss of £3,045.

No. 2. Plans of Robinson's Meadows and work at Girder Bridge.

Mr. Light.

I am the Chief Engineer of the Road. (Presents certain Statements and Certificates which are read, and filed herewith, *vide* Appendix No. 14, and continues:) I have been engaged, 20 years altogether in my profession; 17 years of that time actively engaged in the construction of works, and the 12 latter of which continuously engaged on Railways, and have never been discharged, but invariably resigned my situations for better ones, and by solicitation. I came to the European and North American Railway in May 1856, and took charge of it at once. I found about £17,000 worth of work done as nearly as I could estimate between Shediack and the Bend in scattered portions; no one portion being complete.

I found the location surveys of the whole line from Saint John to Shediack had been made by Mr. Giles, and some little work done at Lawlor's Lake and Barbour's cut, and the road partially graded from opposite Jardine's to Moose Path. The whole value of this last work done was estimated by me at £2,187 10s. After receiving my appointment I received a letter from the Provincial Secretary, dated 28th July 1856, directing me to consult the Hon. E. B. Chandler on all matters relating to Railways.

Before this I had received a letter dated 31st May 1856, from Provincial Secretary, R. D. Wilmot, directing me to examine route between Point du Chene and the Bend, and furnish an estimate of what would be the probable expense of completing the same, and to draw for £200.

Upon

Upon receiving this, Mr. Chandler and myself went to the Bend and walked over the line. I had Mr. Giles' plan, and made up an approximate estimate of what I thought it would take to complete the line on those plans. I think that estimate was about £61,000. It was based entirely on Mr. Giles' plans, but without any surveys or measurements, and on Mr. Giles' specifications and on his plans, we did not make or design anything of our own at that time. I gave that estimate to Mr. Chandler, and he laid it before the Government.

Shortly after I received a letter from Mr. Wilmot, Provincial Secretary, to let the works as soon as possible, upon that estimate and those surveys, without any further surveys. I several times impressed upon Mr. Chandler that it would be better if we could take more time to make full and elaborate surveys, and to employ a sufficient staff of Engineers. Mr. C. thought this would take too much time, as he thought from the lateness of the season, the works could not be let at all that year, if it was delayed to make the further surveys before spoken of. I explained to him that if he let it upon a schedule of prices that the works might be advertised to be let within some six weeks from that time, and be commenced, (this was about the latter end of June)—while from the great difficulty of getting together a proper staff of Engineers at so short a notice in a country like this, where assistance of this nature cannot be procured in a reasonable time, that if he made proper surveys, the letting should stand over until the ensuing Spring. Upon this he decided upon letting at once upon a schedule of prices without making any surveys, but using the surveys and specifications of Mr. Giles.

Mr. Giles left nothing but the original surveys of the ground. All the surveys of the work in progress, including cross sections and diagrams of earth and other works in progress, he refused to give me, saying they were the property of his employers, and for their benefit, not for ours.

The Committee will perceive that without these plans, shewing the state of the works, or other plans made by myself of a similar nature, it would be impossible to arrive at an accurate estimate of the quantity of earth work required to complete the track. By the aid of some unauthenticated notes that I found in the drawers of the office, and by information obtained from Mr. Lumm, formerly an Engineering Surveyor in the employ of Mr. Giles, and from a careful examination of the existing state of the ground, without the aid of any borings, or test pits, or instrumental surveys, which would have been necessary for an accurate survey, by these means I made an approximate estimate of quantities, which approximate quantities were applied in the comparison of tenders which were published in the Journals of 1858, and which will account for the differences between those comparisons of tenders and the final cost of this portion of the line.

In further explanation I would state, that, with the consent of Mr. Chandler, it was decided about September or October 1856, to enlarge the specifications from the sizes adopted by Mr. Giles to those adopted at present. The width of embankment as per Mr. Giles' plans were fifteen feet on top; ours are twenty feet. The cuttings by his plan, as far as completed, were twenty two feet; ours are not less than twenty four; and ours are widened in some instances beyond this width where additional drainage is required.

These alterations were to apply to the whole line of route, and were upon my recommendation. This recommendation was entirely verbal. There was no written report. All my communications with him were verbal. He was constantly on the works and in the office, and was cognizant of every thing that was done. My reasons for this recommendation were as follows: I conceived that 15 feet embankments at subgrade or formation level, with slopes of $1\frac{1}{2}$ to 1, to be a mistake, and impracticable for any good road. In the first place, the proportion of ballast Giles proposed to put on the road with the slopes that such material will necessarily take with the minimum width, 12 feet at base of rail as usually adopted upon ordinary railways in the United States and elsewhere, would have required a width of base to stand upon of at least 17 feet to be permanent; by this it will be perceived, the base of ballast would have been two feet wider than the road bed on which it rested; therefore a portion of the ballast, if laid on the road, must necessarily have gone down the sides of the slopes. It is likewise usual to have a beam of 18 inches on either side of the road between the

the foot of the slope of the ballast and the outer edge of the earth formation, to prevent ballast from wasting over the edge. These two beams, making three feet, added to the minimum width of ballast, 17 feet, makes 20 feet.

(Refers to Report, page 69. Extract from Hutton Gregory.)

This recommendation of mine is agreeable to the practice in the United States. I never knew a good road in the United States with less than 18 feet width at subgrade or formation, subgrade being 2 feet below rail height.

I account for the mistake made by Mr. Giles in this way; the same mistake was made by the same firm, Jackson & Co., in Canada on the Grand Trunk and on the Richmond and Quebec, and subsequently rectified and paid for as an extra. It involved upwards of a million of yards on the Richmond and Quebec Railway, of 92 miles in length. (*Vide* Hutton Gregory's Report.) The mistake may have originated thus; the width of 15 feet is commonly specified on good roads for embankment at finished height; this would have made a width of 21 feet at formation or subgrade level, which would have been not an unreasonable width; the mere substitution of the word "finished height" instead of "formation level" would have corrected the discrepancy. Mr. Laurie, of Nova Scotia, taking same slopes, 1½ to 1, recommends 22 feet, I think.

I did not know of the mistake on the Richmond and Quebec or of Hutton Gregory's Report at the time I made this recommendation; I merely judged of it from my own sense of what I knew to be right.

To shew that the specifications of the same Company (Jackson & Co.) and their Engineers were not correct, I refer to the proceedings of the Grand Trunk; fourth annual general meeting of shareholders, published Toronto 29th September 1857, page 28, Report of C Hutton Gregory, an Engineer sent over by the London Board.

April 6th, 1859.—Wednesday.

Committee met.—Mr. Light's examination continued.

At the same time I made the recommendations referred to yesterday, I also recommended certain alterations in the location between Moncton and Point du Chene. There were 6 curves, reverse curves thrown out and straight lines substituted in the neighbourhood of Humphrey's Mill Road, and Harris' Mill Stream. The line in those places had been partially graded. The distance was probably a mile; the ultimate amount of work was not increased, even tho' we threw away the work that had been done, because there was some 30,000 yards still to be put in at Humphrey's Mill, the earth for which was all procured out of the newly adopted line, which otherwise would have to have been procured from a borrow pit at a similar cost per yard; the same thing was done at Harris' Mill stream, for the same reason and with the same results. I should think the value of the work that had been done before the alteration was £650. It had been determined on in October 1856, with Chandler's approbation. I further recommended other changes in the neighbourhood of Moncton, but as they involved additional costs, a good deal, Mr. Chandler did not feel himself justified in adopting them. I further recommended the abandonment of the Cape Brule terminus, as after a careful personal examination of the cost, and conversing with all the Pilots of that neighborhood capable of giving advice on the subject, I became convinced that it would be impossible to erect suitable wharves at Cape Brule that would withstand the tempests of the open gulf with any reasonable expenditure, £100,000 say; piles had been driven there as an experiment by Mr. Giles, and they all had been cut off in the ensuing Spring by the ice. I therefore recommended the terminus at Point du Chene, and the erection of a wharf in the present position, as being the safest, cheapest, attained with the shortest distance of Railway, and perfectly sufficient for the present and prospective traffic of the Road. There is fourteen feet depth at low water at the end and for about 300 odd feet along the wharf on the inner or protected side; the external side is not used now, and it is now filling in and making land, and will protect the wharf. The Island Steamers came there at all tides without trouble; cannot say about the Quebec Steamers. The wharf was virtually completed in the Autumn of 1857, but was not finally finished before Spring of 1858. The cost of work to be done in Spring of '58 at the utmost would be from £500 to £1000 I think.

It

It was not taken off the hands of the Contractor until finally completed. It was built under the supervision of Mr. John Davis, Builder, of Fredericton. It was commenced under Mr. Compton, a wharf builder at St. John, appointed by W. H. Scovil. I objected to him and Davis was appointed in his place. He left about the end of December 1857. After that I know not who was appointed. Atkinson was proposed by W. H. Scovil in the first instance as Inspector of that wharf. I objected to him at the time as being bondsman for Messrs. Walker; but I have since been told incidentally that he was not. I was under the impression when I gave my evidence before the Committee last winter that he was, otherwise I would have had no objection to him. I can't say whether he was appointed in 1858 to finish the wharf; the wharf only had the ballasting to be done, and required no further inspector. Davis had his specifications and instructions, and followed them. I believe him to be an honest man. I believed that the Commissioner who lived in that neighborhood would look after that work very closely as Mr. Jardine looked after work at St. John. I have an impression that last winter before the Committee I did state that I had been interfered with in that work and had written to the Board that I did not hold myself responsible for the stability of the work. My reasons were that if any Commissioner gave orders about the work of which I had charge I would not hold myself responsible. I am prepared to say the work was as well done as I could have done it myself.

The principal cause of complaint I had against the Commissioners was the appointment of Inspectors at first without my knowledge. Davis was appointed with my full concurrence. When I spoke of the Commissioner who lived in the neighbourhood, I meant R. C. Scovil; when I said I had written to the Board I meant the old Board, W. H. Scovil and his Co-Commissioners. The stone that was put into the Shediac wharf was the stone that I always intended should go in. There may have been conversations in the room at the time of the letting, of which I know nothing. There were some complaints of the resident Engineers, but I hold myself responsible for nothing that is not to be found in my own specifications. I do not know that the wharf will have to be raised to prevent damage from waves rolling over it. The little lantern shanty on the entrance northeast end has stood uninjured through all the gales of the last year.

I located that wharf myself. I had left instructions with the Resident to have the location carefully sounded and surveyed while the ice was there, which unfortunately was not done in as elaborate a manner as it should have been done. At the time the wharf was let, which I think was in May 1857, and when it became necessary definitely to locate the site—in June I think—I went myself to the spot, secured the services of the two most reliable pilots, Messrs. Milne (who themselves had made a Chart of the harbour under Captain Bayfield,) and with the assistance of Mr. R. C. Scovil, then not Commissioner, but who had a large shipping business in the vicinity of that point, I devoted a week to the surveys, soundings, and location of this wharf; and after hearing all the opinions I could get, and taking the soundings under my immediate inspection, I located it in its present position as being the best, all things considered, for the interest of the public. My judgment was influenced by no one in the selection of this site, and I conceive myself solely responsible for the selection, and am still satisfied it was and is the best place.

In the Specifications it was stated distinctly that the site of the wharf would be hereafter more precisely defined. Before the work was let there had been soundings by Mr. Perley, one of the Assistant Engineers, but not sufficient in my opinion. The soundings had been quite sufficient to guide a person in making his tenders; there was a centre sounding and soundings 50 feet each side. I don't think any claim for extra work was made.

I also pointed out to Mr. Chandler what I thought would be a marked improvement in the change of the whole line from Moncton to Point du Chien,—perfectly straight, by which a straight line would be substituted for a series of curves, and the distance shortened two or three miles. This would have involved the entire throwing away of all the work done by Jackson, and therefore Mr. Chandler hesitated to adopt it.

I have now the estimate I referred to yesterday for the line from Point du Chien to Moncton, made 20th July 1856. It amounts to £62,716, and I wish to explain the

reason why it was exceeded. The earth works on the finished surveys afterwards were increased 80,000 yards. I have stated my estimate was £62,716 on Giles' data to complete. The actual cost of the work, deducting the £17,812 done by Jackson & Co., was £74,719, including all miscellaneous accounts and maintenance, to which add £5,562 for soiling and sloping and iron girders for Scadouc Viaduct, making total cost £80,281. (I have no idea what Mr. Giles' estimate was for that work. I had no means of knowing.) The excess of £17,565 over and above my estimate of £62,716 will be accounted for by the following items:—1st. An addition of 30,000 yards of earth work. 2nd. Superior bridging; and 3rd. The addition of six under and over bridges in the town of Moncton, not contemplated in the original specifications, substituted for level crossings. 4th. The addition of a track or extension of the Railway three quarters of a mile to the wharves at Moncton.

These items monied out at the current prices will fully account for the difference in the estimates.

There are two bridges now on the road at little Scadouc and at Cook's Brook built by Giles, now unsafe, and will require to be immediately renewed, and will probably cost £1,000. They should be renewed by the substitution of stone culverts and earthen embankments as has been done in almost all other places where similar structures were contemplated by them. They are to be strengthened this Summer and will be renewed as soon as convenient. I think that these bad bridges and the bad location between Moncton and Cape Brule, and the works Giles had done, (which if abandoned for the better location suggested by myself, would have remained a lasting monument of the Jackson folly,) lessen the value of what we got by the purchase from them, but still I think we got the full value of our money, and I make up in this way:—

1st. For rails 3,000 tons, and other items mentioned in page 76 of Report, Table A, No. 7, (after deducting £2,000 as value of plant after work is done, ....	....	....	....	....	£56,264	0	0
2nd. The whole value of Plant to us, is ....	....	....	....	....	20,000	0	0
3rd. Work done at Saint John, ....	....	....	....	....	2,187	0	0
4th. The whole value of the surveys between Saint John and Shediac, Saint John and Calais, and Shediac up the North Shore, with their accompanying Plans and Sections, ....	....	....	....	....	30,000	0	0
Total				....	....	....	£108,451 0 0

This is exclusive of the £17,812 worth of work done at the Bend.

Refers to page 56 of Report, as to value of surveys.—“ The present excellent location of the European and North American Railway is mainly attributable to the numerous surveys and plans previously made of it by several eminent Civil Engineers. The first survey was made by John Wilkinson, Esquire, an exceedingly careful and scientific geodetic Surveyor, whose accurate and very superior topographical plans have been of the most essential service. A survey subsequently prosecuted by Messrs. Beattie and Campbell, well known in the profession; afterwards by Frank Giles, Esquire, assisted by a very competent Staff, whose comprehensive profiles and plans were of the greatest value in selecting the present location, (these being subject to the approval of A. C. Morton, Esquire, the Consulting Engineer.) All the Gentlemen above referred to, contributed to render the final survey and location comparatively easy, and gave to their successor and the Province the benefit of all their previous labors and experience.”

April 7th, 1859.—Committee met.

Mr. Light tenders a protest against the calculations and papers delivered in by Mr. Myers and Mr. Campbell on April 5th, which papers, on the rising of the Committee that day, were handed Mr. Light for examination, and returned to the Committee yesterday morning.

Protest received and read. *Vide* Appendix, No. 16.

Mr. Light wishes to state the authority for the changes on the road, and refers to pages 4, 5, and 6, of Supplementary Report, with passage—“ There is no information in possession of Commissioners;” previously cited and referred to.

Mr.

Mr. Chandler remained in power until April 1857, and I was in constant communication with him on all matters relating to Railways at the Bend and at Saint John, until the appointment of the first Board. The works at Saint John were commenced in November between the three mile house and Gilbert's Island, on a private contract made with Charles Walker. The works between the Island and Mill Pond in December, near Christmas, 1856, on a private contract with Brookfield; all the work done there was done under the authority of Government.

Tenders copy of letter from Hon. J. H. Gray, dated 10th Nov. 1856. Received and read. See Appendix, No. 17.

The propriety of letting the works in this way at that time was discussed and approved of. Had we waited for public advertisements, which would have required three or four weeks, the Marsh would have been frozen up. The season was very open, and the cutting between Gilbert's Island and the three mile house went on with great rapidity. Wages were low at that time, and laborers at 4s. per day.

The object with which this work was done was (by facilitating the carrying of laborers and materials out to the Moose Path) to enable us to get the rock cutting contract beyond at a cheaper rate. The present line from Mill Street to opposite Jardine's was the original and primary location, and the curve at the bend of the Creek and Gilbert's rock, and at the Mill Pond, were merely temporary diversions for expediting the work,—those points being heavy.

The same work from Gilbert's Island out was part of the permanent road, and also whatever excavation was cut out of the summit, either rock or earth, on the part from Gilbert's Island to the Mill Pond, and carried into permanent embankment, was also part of the permanent way. The embankment in the brick yard had to be lowered about two thirds of the way, and the embankment from Stanley Street to the Engine House also.

No rails were carried from Mill Pond to Moose Path. Sleepers were carried; fencing stuff; Contractor's small stores; these were all the materials I remember.

Mr. Jardine wishes the following question to be submitted.

Did not the laborers enter and stop generally at Gilbert's Lane Station, after the Cars commenced running?

Answer—I think all the laborers that came from Brussell's Street got in at Gilbert's Lane: for a portion of the time, the trains only ran from Gilbert's Lane; afterwards they ran through to the Pond, and left laborers at Garden Street and at Harris & Allan's Foundry. I can't say how much this process was adopted, but I have myself many times ridden to those points on the laborers' train and with laborers.

The carrying the work to Mill Pond was done with my full approbation and consent at the time. It was contemplated at that time by the then Government to have the Station at the Mill Pond.

Mr. Lawrence, referring to page 12, statement shewing cost of construction, &c., "between Gilbert's Lane and Mill Street being £7,925 18 5," asks the following question:—

Where did the ballast come from to ballast the road between Gilbert's Lane and Donovan's Cut?

Answer—The principal portion of the stone ballast came from between Gilbert's Lane and Garden Street.

Question—Was not a large portion of the £7,925 paid to D. P. Myers for excavation of rock between Mill Street and Gilbert's Lane to make ballast that was used on the road between Gilbert's Lane and Donovan's?

Answer—I did not charge the excavations of the rock, (that was required for ballast,) to that division from Mill Street to Gilbert's Island. Turns to page 73 of the Report.

There is a certain portion of the excavation of that piece entirely outside of the track, (whence ballast has been taken) charged to Stations, because it would have been necessary to make those excavations for the Stations.

I do not consider the £4,191 at all extravagant for the work done between Gilbert's Lane and the Mill Pond. It is a heavy division of the road, and that expenditure was all necessary to the ultimate completion of the road, some part temporary and part final. I will, by permission of the Committee, deliver in a statement to-morrow.

The

The whole cost of the work done during the Winter of 1856 and 7 between Gilbert's Lane and the Mill Pond, including £344 of permanent sleepers, as per contract exhibited to the House in 1857, was £2,530. The portion of that I conceive to be permanent, including the pile bridge into the Mill Pond, which is necessary for a freight track, is £1,679, leaving for temporary purposes £851, and in my opinion then and now, that temporary expenditure was justified for the final purposes and objects of the works. Had that expenditure not been made, there would have been no dividends.

April 8th.—Committee met.

Mr. Light delivers in the statement last above referred to. See Appendix, No. 18.

The present station in Saint John is at the foot of Dorchester Street, and embraces 5½ acres at Gilbert's Lane. At Dorchester Street we confine ourselves to our 100 feet, within which the Station buildings stand, the passenger shed. The former Commissioners had taken 1½ acres at Gilbert's and 5 acres at the Mill Pond, in addition to the track. I had recommended the Mill Pond itself which contains 10 acres, but the law only permitted 5 to be taken.

The selection of the 5 acres in the Mill Pond for Station grounds was by my recommendation.

My reasons were—I considered the place central; its conveniences to the water were great; the buildings on it were trifling. The ground would have had to have been filled up; the front on Mill Street would have been 210 feet; Mill Street is the main entrance from Indian Town and Portland to Saint John.

I did not change the site. It was changed by the recommendation of Mr. Parker, who gave it much attention and consulted with me. I think the present position more central and more easily approached.

If the road stops at Saint John, the Mill Pond is decidedly the best terminus. If it is continued to the westward as the European and North American Railroad, the present location is the best. By remaining on the present position, it retains a certain elevation sufficient to carry over the level of Mill Street, and likewise sufficiently high above all the wharves between Mill Street and the Straight Shore to allow the local business to be done underneath the Railway without interference; while had the Mill Pond terminus been retained, all these points must have been crossed upon the level to the serious disadvantage of the local trade; and the height retained would have assisted in overcoming summit between Saint John and the Falls, and without that we could not have kept within the grade of 45 feet to the mile.

For the freight business of Saint John it would be better to keep the level of the wharves, it would be necessary, and was so intended; there are lumber yards along the Straight Shore, from the Mill Pond to the summit, which should be accommodated. It was the intention, and is, in case the line is continued to the westward, to ascend from the western limit of the present passenger station upon a gradient of 45 feet to the mile, attaining a height of 20 feet above Mill Street, thence continuing on the level of that elevation along the north margin of the harbour to the intersection of the Straight Shore, thence with an ascending grade to the elevation of the Falls. This applies to the through passenger traffic. The present elevation is about 8 or 9 feet above what the Mill Pond Station would have been.

It is proposed to accommodate the freight and local traffic of St. John by descending from the western limit of the present passenger Station, and passing close to the north side of the main track to the level of Mill Street, and thence diverging as trade requires; no arrangements have as yet been made for this extension to the wharves, though I have delineated three feasible modes for reaching the Harbour.

Mr. Tibbits.—Did you not consider it better that the road should be brought at once to the level of the wharves passing through the different lumbering establishments, rather than building the elevated line, if the summit can be overcome?

Answer—I first took the line into the Mill Pond and located it on the level from the Moose Path to the Mill Bridge, proposing entirely to cut down the intervening summit at Garden Street. I am not responsible for the change, and I decline to impugn Mr. Parker's opinion. He is a much older and more experienced Engineer than I am, generally, and has had particular experience in the working of Railways after construction, and their ulterior effects upon communities. Mr.

Mr. Tibbits.—Do you not consider it would be attended with a large expense building two lines one alongside of the other, and one 20 feet above the level of the other?

Answer—It will be attended with considerable expense, but not so much as you suppose. It was proposed to build the elevated line upon wood, iron or stone trussels, but this is entirely problematical, as nothing definite has been determined on. If made of iron or stone, the extension would cost much more than if made of wood. There are 6 or 7 Railroads in Boston on pile bridges, preserved from fire by asphalt roofs.

I will mention the different modes of access to the present Station:—

Starting from the Market Square, through Dock Street and Pond Street to the Station, and that will be the principal access from the business part of the City. We do not contemplate any expenditure of the Railway Department on these Streets. From King's Square, directly down Jeffry's Hill to the Station; no expense upon the Railway Department with that. Foot Passengers from Germain Street and King Street, down Dorchester Street, directly to the Station. Some repairs will be required in Dorchester Street, but they are not contemplated to be made by the Railway Department. Passengers from Suspension Bridge, Indian Town, and Portland, directly to the Station *via* Paradise Row. Passengers from Brussels Street, Marsh Bridge, &c., *via* City Road. The Mill Pond Station would have but one access through Mill Pond Street itself.

Taking all things into consideration, I approve of the change. The value of land had something to do with the alteration of the site materially. I was led to suppose the whole Mill Pond could have been purchased for £10,000. That was what Scovil and Hatheway, the former Commissioners, thought it would probably be. I have understood the proprietor asked four times that for half of it.

I do not know what the proprietors asked for the present Station grounds. It is in the Report. I do not know how the value was determined; Report will shew.

Mr. Jardine here mentions that the cost of the present Station grounds is £5,870, and refers to page 123 of the Report.

April 9, 1859, Saturday.—Committee met.

Mr. Light continues.

As to Mr. Myers' Statement No. 1, of April 5, shewing a loss on Lawlor's Lake workings of £4,134, I state that the statement is entirely fallacious, made up of guesses and assumptions, without any reliable data or cross sections, and refer you to the correct statement of the exact amount expended on this work on pages 10 and 11 of the Supplementary Report; and with reference to the item of £600, the last in his statement, as charged for expenses of Messrs. Jardine, Light, Parker, Burrowes, King, &c. &c., and that he could have done all himself at a great reduction of cost. This is all very fine, in Mr. Myers' opinion, but it is a question for the Committee to judge, whether the experience of a man on this work, neither Contractor or Engineer, but merely in the subordinate position of foreman of a two mile Contractor, is worthy of weight.

As to Mr. Myers' statement No. 2, Mr. Light says:—Mr. Myers said, the earth work has been increased one third by a system of wide cuttings, and flat slopes, &c. &c., this covering undulations, especially wide slopes on side hills—It is erroneous, as these wide cuts were only put generally in at such points, where the height of the grade line was covered by high water, or where by the nature of the surrounding country it was necessary to keep the grade line above the level of the surface, to perfect the drainage. In all these cases the embankments were largely in excess of the excavations, which were widened at these points to supply the deficiency of earth. Had this not been done, borrowing to a considerable extent must have been resorted to. No additional quantity was incurred thereby, and the small increase of cost chargeable to extra lead was well compensated for by a thorough system of drainage so essential in this climate, added to an almost total immunity from slips and land slides, which are continually occurring in contracted cuttings on a side hill country such as is traversed by the greater portion of this railway.

The Engineer's Report, page 67, states that the earth works have been increased one third beyond the Jackson quantities, from calculations made upon reliable data.

Half of this increase is due to the straightening of the alignment. The other half, or one sixth of the whole quantity is chargeable to widening the embankments and generally perfecting the grading and drainage.

In Mr. Giles' calculations no allowance had been made for drainage. He had intended no doubt to put in drainage, but had not marked any allowance therefor on the profiles. Our drainage quantities, that is, excavations for drainage, in some instances amounted to one tenth of the whole quantity, thus shewing that the drainage itself along the whole road would make up a considerable proportion of this increased quantity.

The slopes of embankments are generally one and a half to one; flatter slopes than this are exceptional, and are only made use of when absolutely necessary. Mr. Myers states that from 15 to £20,000 might have been saved by substituting other culvert masonry than that used. I refer you to page 158 of the Report, where you find that culvert masonry is composed of dry rubble, and with the exception of a few isolated cases not exceeding ten or twelve in number where arch culverts have been imperatively necessary, dry rubble masonry, as cheap as the nature of the case would admit, has in every other instance been adopted. From my memory of the whole quantity of masonry between Saint John and Moncton, I am persuaded that the gross value of box and arch culvert masonry on that portion is £19,940 as near as I can remember.

That calculation does not include the small bridges, and I am not aware at this present moment of anything that had to be built over and paid for on the line. On Section 8 there were three and four culverts built by Dillon P. Myers that had to be pulled up again and re-built, but they have not been allowed for. The culvert at Donovan's Meadow built by the same party failed; and the alterations spoken of by Mr. Campbell and Mr. Myers as shabby masonry, were culverts that had to be lengthened.

The bridge at Torryburn has cost no additional expense from tearing down. Mr. Myers was paid £100 additional work for finishing out the coping and completing the masonry; the further sum of £12 10s. was paid for pointing that masonry in cement, it having been laid in lime.

The total cost of bridging is shewn at page 68 of Report to be £58,497; this includes £10,000 of arch culverts, and is exclusive of three iron bridges, but inclusive of all the wooden superstructure, which is a large item. This would leave £48,000 to be added to the £19,490 to cover all bridging of every description (except the three iron ones before mentioned) between Saint John and Moncton. The three iron ones are not included in this calculation for reasons shewn at page 68. Mr. Myers states that there are about 5 miles of road diversions on the last letting of 28 miles, and that a large saving would be made by omitting the macadamizing on these portions. The actual quantity of road diversion on this division is under one mile, and no portion of road diversion from Saint John to Shediac is macadamized or to be macadamized by specification except the diversion at the Girder Bridge near Saint John, and this was done because stone was plentiful and gravel scarce, and it was the most economical way of doing it.

Mr. Myers states that large sums might have been saved by the omission of embellishments, &c. on bridges. I conceive that the bridges are just what they should be, and that the statement with reference to the saving on bridging and culvert masonry is quite as erroneous as the diversions and macadamizing.

Mr. Lawrence refers to page 93 of the Report, and asks if Mr. Parker was not of opinion that money might have been saved by adopting less expensive masonry?

Mr. Light reads (pages 92 and 93)—“The masonry consists of abutments and piers for bridges, walls and arches or other covering for culverts; these are of a high quality well adapted for durability, and generally very creditable to those concerned. It is not improbable indeed that it may be found safe in some of the works yet to be built to lower the standard of quality, or substitute a different class of masonry, and thereby reduce somewhat the cost. This however must be confined to the less conspicuous and lighter works, which are only important as a matter of expense in their number and aggregate amount.”

There

There have not been the slightest alterations or any diversions in any of the contracts let on those 28 miles that I am aware of, and I have forbidden any without passing through me or the Board on any on the line.

As to No. 3, I observe a charge that a portion of Walker's Section No. 3 was re-let without advertising, and the finishing of Sections 2 and 3 in the same way. On referring to the contracts, for all the six Sections between Saint John and the nine mile house, and Moncton and Shediac, it will be seen that firstly,—they were all price contracts; 2ndly. That the locations were not fixed before letting; 3rdly. That they covered all the work on each respective Section; 4th. That a power was reserved to shift the Contractors from one Section to another. I acted on these conditions of these contracts, under the Government, under the first Commissioners, and under the present Commissioners, by moving Walker on to Myers', Myers' on to Walker's, and Brookfield on to both, (*i. e.* their Sections,) as the interest of the works from time to time required.

The work was not contained in Contracts, namely track laying and ballasting was publicly advertised and given to the lowest offer, and Brookfield and Conolly got them. The work included in contract I had no power under the contract to re-let, because the contracts did not specify any particular work whether bridge or embankment, but that all should be done at prices, with exception of track laying and ballasting above mentioned, and failing prices in the contract at the Engineer's estimate.

Question—Was the finishing the line of Railway, putting on the gravel, raising the track to its proper level, &c. from Gilbert's Island to Appleby's ship yard, let at public auction, or by public advertisement?

(Memo.—This question arises out of two papers placed before the Committee by Mr. Myers, namely, "a blank schedule, and supplementary specification of mode of finishing the works on these sections." Mr. Light states that these papers were given by him to Mr. Myers for the purpose of facilitating a final settlement with either Myers or Brookfield, to whomsoever he, Mr. Light, should decide should finish up the work. Mr. Lawrence Myers says the papers were given to him by Mr. Light to make a bid in his own name for that work, and also that similar papers were sent to Mr. Powers.)

Answer—The work was not let by public advertisement for the following reasons: The whole work had been previously let by public advertisement in January, 1857, and by the powers reserved in the contract, I furnished those detailed specifications to Messrs. Myers and Brookfield, two of the Contractors, and I could not properly or legally have offered those specifications to any but them, and Walker, Rankine & Walker, who were Contractors on that same division, and when I gave that paper to Mr. L. Myers I did it supposing him to be the agent of his brother. I always paid his brother and not him.

Mr. Light refers to last clause but one of specifications attached to form of contract for that particular division. Report, page 162. "For more full and perfect explanation of the form and dimensions of materials and parts, and of the manner of constructing the works, it is understood that detailed plans and specifications, with bills of timber and iron, will be furnished from time to time by the Engineer, who will also give such directions from time to time during the progress of the work, as may appear to him necessary and proper, in order to make all the work in every respect complete and perfect; and the said plans, specifications, bills of timber and iron, and directions, shall in every respect be complied with."

If I did give a copy to Mr. Powers, or if he got one from the Office through Mr. Stone, it was under the impression that he also was the agent of Dillon P. Myers.

Mr. Lawrence—You state that the work referred to in those two papers was let by public advertisement in January 1857, to be completed 1st October 1857, as appears by copy of contract; then why were those two papers, bearing date 10th September 1858, issued from the Office for the completion of work which was to have been done twelve months before?

Answer—I have answered that question already. It was by virtue of the powers in the contract already referred to; and the reason the work was not done by the time specified,

specified, was in consequence of the great delay that arose in the Spring of 1857 from the commotion in the Government. I could get no moneys to force on the works sufficiently at that time. 2ndly. The work had been let without surveys, the contractor undertook to do a certain amount of work in a given period; the actual amount of work he did do was double what he undertook to do, and therefore required a proportionate extension of time.

I say no new tenders were issued; had new tenders been taken they would have been advertised for. I think the present Commissioners have studied the economy of the road very much, and have expended the moneys very judiciously.

With reference to Mr. Campbell's statements handed in, I do not think them worthy of notice, because Mr. Campbell, though a very capable and competent man, I doubt not, in his own business as a builder, in my opinion has had no experience upon Railways and knows nothing about them, and therefore is incompetent to give any reliable opinion upon matters out of his own line of business. He gave me satisfaction as Inspector of Masonry at Hammond River Bridge, and I never knew him otherwise than sober, and he always carried out his instructions. I had very little to do with Mr. Lawrence Myers, but he gave me satisfaction with reference to the filling of the Lake with one exception that I had to pay to his brother on settling double per yard for earth and rock to that which he, L. Myers, agreed to do it for. I could not help paying it as it cost that much money. He agreed to put in the rock for 70 cents per yard. It cost 6s. 9d. currency, which I had to pay his brother, and he said he lost at that, and I believe Dillon Myers. He likewise agreed to put in earth work at 1s. 3d. per yard, and it cost and I paid 2s. The 6s. 9d. was his brother's price for rock and 1s. 4d. for earth—Lawrence Myers always said he could put it in for 60 cents. Jardine and myself agreed with him at 70 cents. In settling with his brother Dillon for this amount I reflected upon him for the difference between the cost and offer. He said, you know Lawrence. He is a great fellow to talk, but when he comes to settle up, his work costs as much as mine.

Mr. Myers here explains that the difference of price arose from a misunderstanding as to measurement. He considered it to be measured loose; Mr. Light solid; and also an additional expense of casting outside of bridge, instead of dumping—and that he never made with Mr. Light a contract with reference to earth,—and with reference to the earth they had to handle it over five times, and that was an additional amount to the original contract.

The Committee had here abruptly to close taking evidence, without completing their investigation, as it was understood the House would be prorogued on Monday.

After the Committee rose Mr. Jardine handed to the Chairman a letter dated 9th April 1859, referring to the correspondence between himself and Messrs. Thorne & Lee respecting Railway spikes, which had appeared in the Newspapers. *Vide* Letter at end of Appendix.

April 11, Monday.—Committee met.

The Bills of the several Witnesses, Mr. Crosby, Mr. Jewett, Mr. Campbell, and Mr. Myers, having been put in, claiming on behalf of the three first an allowance of so much per day in addition to their expenses and board. The following Resolution was moved:—

Resolved, That the Chairman be requested to sign an Order on the Clerk of the House for the payment of the board and expenses.

Bills ordered to be paid—

Mr. Vernou Smith, £10 0 0	Mr. L. W. Myers, £24 10 0
Mr. Crosby, 12 5 0	Mr. Wm. Campbell, 24 10 0
Mr. Jewett, 4 16 0	£76 1 0

Passed April 13, 1859, and Bills paid.

(Signed)

J. H. GRAY,
J. W. LAWRENCE,
P. MITCHELL,
JOHN M'ADAM,

DAVID TAPLEY,
E. A. VAIL,
B. BOTSFORD.

APPENDIX.

Letters, Statements, Tables, Certificates, &c. laid before Railway Committee.

No. 1.

St. John Hotel, January 31, 1859.

ROBERT JARDINE, Esquire,

DEAR SIR,—Having heard that there will shortly be some work to *re-let* on a part of the line, I hope you will at least allow me the privilege of giving an offer on equal terms with any other Contractor. I want nothing but a fair chance, and feel sanguine that you will not overlook me, for you know I am the only Contractor on this end of the line that was always up to time, and never disappointed you. If you accord me a job I will forfeit any amount agreed upon if I am not punctual to my promises in regard to the execution of any job I may undertake.

I am waiting patiently for a settlement with Dillon for the services rendered on Section 2, but thus far he has not had a sufficient amount of funds to spare to pay me. I hope you will shortly close accounts with him, so that I may know what to depend on. He owes me at least £600 by my contract with him, but rather than wait much longer I would willingly take a part, and make him or the Government a present of the balance. I have been kept in suspense six months awaiting this settlement, I am getting tired of it, besides it subjects me to a heavy expense with no income, so you should either give me a contract or settle with him, so that he can settle with me.

Yours respectfully,

LAWRENCE W. MYERS.

No. 2.

Railway Commissioner's Office, St. John, Feb. 4, 1859.

DEAR SIR,—I have to acknowledge receipt of your letter of 31st January. I am not aware of any work on the line likely to be re-let soon.

Your brother's general account for Section 2 has, as you are aware, been settled, and the balance paid. I have had no claims from him since.

I am your obedient servant,

R. JARDINE.

Mr. L. W. MYERS, St. John Hotel.

No. 3, (A.) Mr. Campbell's evidence.

Amount of work done at Hammond River Bridge
at Contract prices.

		at	1s. 6d.	£201	0	6				Amount paid.
2,681	cubic yards Earth excavation,						...	...	...	£201 0 6
420	"	Footing course,	40s.	840	0	0	200 cubic yards extra to Contract, at 60s.	...	...	630 0 0
390	"	Granite ashlar,	60s.	1,170	0	0	...	...	...	1,170 0 0
54	"	Cutwaters,	60s.	162	0	0	Dispute about Plans,	...	...	312 0 0
12	"	" not set,	40s.	24	0	0	"	...	...	54 0 0
28	"	Sand Stone badly wrought,	20s.	28	0	0	...	...	...	28 0 0
10	"	Granite Toe Stones,	60s.	30	0	0	Dispute about Plans,	...	...	100 0 0
1,036	"	Rip Rap,	2s. 6d.	129	10	0	...	...	...	129 10 0
100	"	Beaton,	10s.	50	0	0	Not certain,	...	...	50 0 0
160	"	Broken stone,	4s. 6d.	36	0	0	"	...	...	36 0 0
6,450	cubic feet Timber in walling and flooring,		1s. 3d.	203	10	0	...	...	...	203 10 0
38,054	lineal feet of Piles,		1s. 6d.	2,854	1	0	Too much,	...	...	3,504 0 0
11,036	lb. of Iron Bolts,		0s. 6d.	275	18	0	...	...	...	275 18 0
	To pumping 3 Coffor Dams, at £125 each,			375	0	0	...	...	...	375 0 0
	Materials on hand.									
200	cubic yards of Granite wrought,		at 40s.	400	0	0	...	...	...	400 0 0
234	"	" rough,	30s.	351	0	0	...	...	...	351 0 0
106	"	" rough backing,	10s.	53	0	0	...	...	...	53 0 0
243	tons of Iron Girder casting from St. John,		5s.	60	15	0	...	...	...	60 15 0
				£7,243	14	6				£8,394 13 6

No. 4. (B)

Amount of work and materials required to finish Hammond River Bridge.

200 cubic yards of footing courses @ 60s. per yard,	£600	0	0	
120 " " granite in string coping parapet wall caps, &c. @ 60s.	360	0	0	
100 " " granite in two piers @ 60s.	300	0	0	
12 " " ornamental cap @ 60s.	36	0	0	
26 " " granite cutwater to set @ 20s.	26	0	0	
1000 " " granite & seeked work, @ 60s.	3000	0	0	
1600 " " rip rap @ 2s. 6d.	200	0	0	
To preparing and fixing walling on the sheet piling to No. 4, Coffor Dam including 3,164lbs. of iron bolts and straps,	240	0	0	} If not done should be deducted.
To pumping foundation in westerly abutment,	125	0	0	
To raising, riveting, and completing the iron girders, 243 tons at 800s.	1,944	0	0	Cost price.
To laying and completing to track, including the slopes, probable cost,	300	0	0	
To building mortar mill, omitted,	75	0	0	To be deducted.
To finishing the wood bridge for girders, and removing the same,	100	0	0	
To removing engine pumps, machine tools and implements,	75	0	0	
	<u>£7,381</u>	<u>0</u>	<u>0</u>	

No. 5. (C)

SIR,—Having heard from several persons from Hammond River that you are in the habit of making use of my name with disrespect; if you will be kind enough to shut your mouth about me and mind your own business it will better become you; in case you persist I shall be under the necessity of making you.

And now I will give you a little advice, first try and learn your business as a stone cutter; if you do that will be something strange for a Milligan, for you are only a laughing stock for the workmen on Hammond River, and the Engineers on the line; such botches as you only makes a fool of a respectable business. You say that you could have finished the bridge during the time I was there. Now I will bet you £50 that you cannot finish even what is to do in 30 weeks, and furthermore you can not even set out the work; it is such miserable botches as you are that is the cause of all the miserable work on the line, but mind, your days along with the other sawney that put you there are numbered, and great will be the fall thereof. Had you been a young man I should have used the horsewhip to you.

St. John Hotel, 29th January, 1859.

WM. CAMPBELL.

Mr. MILLIGAN, would-be Inspector.

No. 6.

Engineer's Office, P. & K. R. R., Bangor, Sept. 3, 1855.

To whom it may concern:

The bearer, Mr. Carlostin Jewett, is a resident in this place, and a Stone Mason by trade; he has just completed most of the bridge masonry on the line of this road. He has also erected large quantities on other lines in this State.

Being a gentleman of some means, I have no doubt he would carry out most fully and satisfactorily any job of work he may engage in upon any road. I therefore most cheerfully recommend him to the consideration of Engineers and Companies having masonry to construct.

J. H. SHEARES,

Chief Engineer Penob. & Ken. Railroad.

No. 7.

To whom it may concern :

Bangor, Sept. 3, 1855.

The bearer, Carlostin Jewett, Esquire, of this City, has been long known to me as a Stone Mason in the habit of contracting for structures on Railroads, where he has given the most entire satisfaction. He is a man of integrity, and deemed responsible for anything he may undertake. Parties wishing to contract for work in his line, I should consider fortunate in securing so reliable a man.

Very respectfully,

J. K. HAYWARD, *Mayor of Bangor.*

No. 8.

To whom it may concern :

Carlostin Jewett, Esquire, of Bangor, the bearer, has done within two years past the stone masonry of three considerable bridges on the line of the Androscoggin and Kennebec Railroad, under contracts with the Company, to the amount of about twenty six thousand dollars. His contracts were all complete and in time, and built in a workmanlike manner, to the entire satisfaction of the Engineer and Directors of the road.

I would recommend him as a competent and skillful workman in this branch of business, and to be relied on for his honesty, fairness and integrity in any contracts he may make.

Waterville, 28th November, 1849.

T. BOUTELLE,

Pres't. A. & K. R. R. Co.

EDWARD APPLETON,

Engineer A. & K. R. R. Co.

EDWIN NOYES,

Sup't. A. & K. R. R.

No. 9.

The bearer, Mr. Carlostin Jewett, who has been for two years employed on this Railway in the capacity of Contractor, has erected several important bridges in a very creditable manner, and I can recommend him to any one requiring such services as he can give as a first rate workman, and speaking from my experience I feel satisfied he will give every satisfaction.

12th June 1857.

J. R. FORMAN,

Chief Engineer Nova Scotia Railways.

No. 10.

To the Chairman of the Railway Committee.

Amount of Alterations and bad Structures on the Railway.

No. 1. Alteration of two culverts between Gilbert's Lane and the Girder Bridge, cost	....	....	....	....	....	£30	0	0
No. 2. Girder Bridge was raised 16½ inches causing 5 courses of stone to be reduced,	....	....	....	....	....	75	0	0
No. 3. Preparing 20 cubic yards of ashlar masonry for Robinson's Meadow, abutments afterwards abandoned and had to be carted to the Girder Bridge and altered,	....	....	....	....	....	30	0	0
No. 4. Culvert sunk into ground, the foundation bad near the Bishop's Ledge,	....	....	....	....	....	60	0	0
No. 5. Seven mile Bridge is shaken and would have tumbled down and is supported with cement and other repairs,	....	....	....	....	....	100	0	0
No. 6. The bridge at Salmon Creek is a frightful bridge and not suitable for a Railway.								

Carried forward,

£295 0 0

	<i>Brought forward,</i>	£295	0	0
No. 7. Hammond River Bridge raised 3 feet and many other alterations and additions unnecessary, ....	....	2,000	0	0
No. 8. 6 culverts situated between Groom's Cove and Hammond River is in a shaken condition and not safe for the train to pass over, they must be taken up, ....	....	500	0	0
No. 9. The Ashlar masonry under Robinson's Meadow Bridge was no earthly use as rubble would have answered for all the bents as well as for part, ....	....	350	0	0
		<hr/>		
		£3,045	0	0

No. 10. The rubble foundation under the Engine House having been built in frosty weather, and the stone is badly set.

No. 11. Hammond River Bridge. The work done at the bridge since last December is not according to contract, and quite unfit for such a structure, viz.—the four courses of granite was set in the most severe frosty weather and will not stand as the cement is no good; the footing courses is set dry and the stone too small; for this reason if it was good policy to build the other foundations as firm as solid rock, I think it was necessary to finish the last abutment as good, and I say positively that work done in the way above described is not suitable for such a structure.

Robinson's Meadow. The bridge now built is quite a mistake for this reason, viz. it was necessary to open the line on the 1st of June; a bridge might have been built for £900, and filled in the embankment after the line was opened.

WM. CAMPBELL.

Fredericton, April 5, 1859.

N. B.—Gentlemen, I have only been engaged on 23 miles of Railway, and the above is a true state of the works.

W. C.

No. 11. (No. 1, Mr. Myers' evidence.)

Approximate estimate of work on Lawlor's Lake Bridge, and expense incidental thereto.

8,400 feet piling in Bridge at 2s. 6d.	£1,050	0	0
2,800 " piling outside Bridge at 2s. 6d.	350	0	0
48 tons walings or caps, at £2,	96	0	0
24 " of diagonal Braces,	48	0	0
2½ " iron bolts and straps,	125	0	0
Staging, planking, extra straps, bolts, chains, screws, and labour to repair bridge,	250	0	0
90 tons longitudinal stringers at £2,	180	0	0
Shoes, hoops, nails and labour to put on same for 160 piles at £1,	160	0	0
Labour in trimming trees for crib, carrying and placing same, sawing ice, carrying stone to sink same,	250	0	0
Casting 5000 cubic yards over side of bridge to save it, at 6d.	125	0	0
Do. 4000 cubic yards of stone over sides of bridge to save it, at 6d.	100	0	0
Inspectorship and Engineering of Mr. Jardine, Mr. Light, Mr. Parker, Mr. Burrowes, Mr. Croesdale, Mr. King, Mr. Cox, Mr. Brighane, Mr. Bartlett, Dillon P. Myers, and Mr. Hartshorne,	600	0	0
Loss on quarrying 5000 cubic yards of solid rock,	1,000	0	0
	<hr/>		
	£4,334	0	0

If we had continued tumbling in the trees *with all their limbs* on instead of trimming them, one half of the quantity would have answered along with the first named 4,000 yards of loose stone which were already quarried and run to spoil, to have filled the Lake, and what would have been lost by decrease of trees would have been gained in earth by dumping from the end, for the alluvial particles were not half so liable to scatter over the Lake by dumping in this way, as from dumping off the bridge, consequently

consequently I look upon the whole £4,334 as being a total loss minus what the piles filled up, say equal to £200, leaving a total loss of £4,134.

I am positive I could have filled the embankment in quicker than they built the bridge, and told Mr. Light and Mr. Jardine so.

No. 12. (No. 2, Mr. Myers.)

The curves on the E. & N. A. Railway are designed for a first class Road and as such I think them unobjectionable.

The grades also are consistent and suitable for a first class Railway, with the exception of gentle undulations through cuts and correspondingly on embankments, where I think a large saving could have been made, and the Road be equally good, although this would only apply to the parts of the Road not liable to inundation in freshets.

The slopes are extravagant whenever they exceed $1\frac{1}{2}$ to 1, in any material I have yet seen on the line, and by adopting the plan of having the mud cut out in any wet place at the foot of the slopes and replaced promiscuously with small stone taken from the excavations, the slides would be most effectually prevented at a comparatively trifling cost and make a much superior job, for wet places will slide almost as much with a two foot slope as $1\frac{1}{2}$ to 1 unless stayed with stone or brush, and stone at the foot.

In regard to the 8 feet extra width of road bed on hill side, I look upon it in most cases as being almost a total loss, and by proper judgment in grade and location cuts as a general thing can be made to nearly balance, and this without detrimentally affecting the goodness of the road. (These remarks also will not apply to parts of the road that would be liable to inundations in freshets.) After a series of calculations and from the knowledge I have of the parts of the road I have been over, and from the plans pursued on the line as far as I have seen it built, I feel positive that about one fifth of the total amount of yards of earth could have been saved, equal to 676,514 at 1s. 3d. per yard, equal to £42,282 2s., and the cuts and embankments to remain 24 and 20 in width. If the cuts and embankments were made 20 and 16 which is the usual width in the Eastern States, (the climate of which is much the same as that of this Province,) the saving would be about one third—1,127,524 yards, or equal to £70,470 5s.

In rock cuts it is advisable to have narrow ditches, as they are not near so liable to freeze and choke up in winter, therefore 20 feet is ample width, and in regard to ditches of same depth is preferable to 24 feet width; there could have been saved on this item 21,231 yards at 6s. equal to £6,369 6s.

In regard to masonry of the first class, if utility and permanency were alone aimed at and the embellishments dispensed with, (these additions could be made at any time) there could have been a saving of £5000 or £6000.

In regard to culvert masonry there would have been saved from fifteen to twenty thousand pounds, and the work just as durable, (including small Bridges.)

If there had been good judgment used in letting contracts, as regards qualifications of Contractors, and in the time allowed to do contracts, and Contractors uniformly kept up to their agreements, there probably would have been saved up to this time, 20 or 25 thousand pounds in doing so, for I am satisfied that Contractors are sustained however inefficiently they manage their work.

There is no good reason why the road should not have been finished between the nine mile house and Hampton last Fall; there is no job so difficult between those points but could be done with economy in one year if in the hands of experienced and energetic Contractors.

There was no necessity of letting any of the last 28 miles until this Spring, to have it completed in the time given, most especially if you except the masonry on Sections 10 and 16. The Bridge over Robinson's Meadow and Lawlor's Lake was not a part of the original contract, consequently structures of such magnitude should have been advertised according to law.

There could have been built over Robinson's Meadow a rough Pile Bridge equally as strong and safe as the present one, for 10 or £1100, that would have lasted eight or nine years.

No. 13. (No. 3, Mr. Myers.)

The finishing of road between Gilbert's Lane and Appleby's was let without advertising. Section 5 was taken from Walker and re-let without advertising. There was no proper system of making approximate estimates on Section 2, and some months measurements were almost if not entirely neglected in making them up, and the Contractors' Accounts and Roll were resorted to in some cases.

There were several times when a week or more elapsed after the usual time before the Contractor could get money to pay his men, which was a great loss and annoyance to him, and much loss.

He had to wait five or six months for a part of his final estimate after the usual time.

Brookfield had to wait nearly a year for some of his final estimates.

The Messrs. Walker had to wait some eight months for their final estimate on Section 3. The system of letting work invariably to the lowest bidder is productive of great trouble to Engineers, delays in opening the line, and of great loss eventually to the Government, for in the end, however inefficient a Contractor may be, he manages to get his Bills met, and in some cases I am fully persuaded that contracts cost double what they would cost under fair management, and in justice to Mr. Light, I must say, that much extra expense has been incurred from this difficulty. The estimate to finish the line, as given in the Report, is in my opinion entirely inadequate if the balance will be built on the same principles as the past.

There are five or six miles of swamp on Sections 10, 11, and 12; some of it will average as great a depth of bog as Robinson's Meadow and greater, while more is under water the year round, and applying the same rule for settling and the same rule for measuring as Mr. Light, Burrowes, and Boyd, applied to Robinson's meadow, there should be an addition of at least one hundred thousand pounds for these few miles, but their mode is erroneous and therefore the addition should not be so great.

I am fully satisfied that the whole line is but little if any over half done, and whatever the cost may be up the present time, I think it will cost about as much more. As an instance of mismanagement in prosecuting work, I will refer you to Otty's cut, which really is a difficult job to do, but to make it *more* difficult the Contractor cut a gullet last Fall from end to end, thereby rendering the common earth almost as difficult as solid rock by exposing a great additional superficies to the frost, rendering it almost as difficult as rock to excavate.

The specification gives power to the Chief Engineer and Commissioners to order Contractors to work where they please and when they please, and it clearly was their duty to prevent such a foolish thing being done on such an important piece of work, which is really more difficult to finish than Hammond River, but as the Chief Engineer and Commissioners very rarely went upon the work, and as they have a very limited practical knowledge of actual difficulties in excavating such a heavy job, it is not to be wondered at that the Contractors take such unnecessary time in doing their work, especially when it is known that they uniformly sustain Contractors good and bad.

An experienced Engineer should be capable of making out specifications so that there would be very few, if any, extra bills. I have done a great many miles of work without putting in a copper for extras.

I have never seen a line where there were so many changes of plans as I have seen on this line as far as I have witnessed the construction. As near as I can recollect there is altogether about 5 miles of road diversion equal to about 12,000 cubic yards on the last 28 miles let; (how much they have done on other parts of the line I cannot say). At 4s. per yard this would amount to £2400; it would be richly worth this price, if they have let it for less, the Contractors either calculate to make it up on other parts of the contracts or in *extras*. If the road should be opened to Hampton by erecting temporary bridges, and running over ungraded ground at Otty's cut and other places, and over those heavy unsettled embankments, by the first of June as has been contemplated, it not only would endanger the lives of passengers and workmen to a great extent, but it would injure a great part of the iron irremediably as well as rolling stock to a great extent, but it would cost the Contractor, on an average, almost double per yard to finish the remainder of his contract, it probably in the end would be a loss of from fifteen to twenty five thousand pounds to the Province; three or four months of good weather should be sufficient to make a clean finish of the whole distance between the 9 Mile House and Hampton.

No. 14.

Mr. Light's Certificates, &c.—Dates of service, &c

From January 1839, to February 1842, I was articled to O. Bartley, Esq. Civil Engineer and Architect, for which my father, Colonel Light, paid an admittance of £225.

From March 1842, to November 1845, I was engaged as Assistant Engineer at a salary of £250 per annum with the Board of Works of Canada, under H. H. Killaby, Esquire, Chief Engineer, during which period I assisted in constructing the following works, viz:—

The Burlington Tram Road, the Burlington Canal; the Hamilton and Port Dover, Mac Adam, and Plank Road; the Long Point Light House, the Dover Harbour, as well as generally assisting on the Welland and Saint Lawrence Canal, and other important works built under the supervision of the Board within the above mentioned dates.

In November 1845, I resigned my position with the Board of Works, and entered the service of the Great Western Railway of Canada, under Roswell G. Benedict and Ira Spaulding, Civil Engineers; I continued with them until April 1848. During this period I made the location and plans for the Woodstock and Lake Erie Railway, and was offered by the Directors of that Board the position of Chief Engineer.

From 1848 to Spring of 1850, was in the employ of General Charles B. Stuart, Chief Engineer of the State of New York, and of Brooklyn Navy Yard, since Chief Engineer to the United States Navy. During this time I was engaged as Engineer in charge of party upon the location of the "Rochester extension Railway," from Rochester to Niagara Falls, and afterwards took charge of the Medina and Rochester Division under construction.

From April 1850 to November of the same year was employed as Principal Assistant Engineer on the Saint Andrews and Quebec Railway under Fielding Neale, Esquire, C. E.; afterwards was Chief Engineer of this road until June 1855, when upon the cessation of the Works from the difficulties of this Company I took charge of the Calais and Louis Island Railway in the State of Maine, which position I resigned in June 1856, upon receiving the appointment of Chief Engineer of Railways to the Province of New Brunswick.

I have since been exclusively engaged in the construction of the European and North American Railway.

Hamilton, October 25, 1845.

SIR,—I am directed by the Board of Works to put a stop to all works at the Dover Harbour, as the appropriation for that place has been expended.

You will therefore take immediate steps to carry this order into execution.

I remain, Sir, your obedient servant,

WM. SHAW, *Engineer.*

Alex. Light, Esquire, Supt. Dover Harbour.

*Engineer's Office, G. W. R. W.
London, Canada West, December 10, 1847.*

The bearer, Mr. Alex. L. Light, has been engaged with me as an Assistant Engineer in the surveys and location of the Western Division Great Western Railway, and I have ever found him a faithful, energetic, and efficient assistant. During a large portion of the time he has been in charge of a party, and in all cases his duties have been most satisfactorily performed, and in a manner highly creditable to himself.

I take great pleasure in recommending him to the favour of any one who may be in want of his services in the line of his profession.

J. SPAULDING, *Principal Assistant Engineer,
Western Division, G. W. R. W.*

Dry Dock Office, U. S. Navy Yard, Brooklyn, April 8, 1850.

SIR,—On my return home from Niagara Falls yesterday, I found your Note of the 29th ultimo, informing me of your engagement as an Assistant Engineer upon the Branch of the Halifax and Quebec Railway.

I am happy to hear of your continued success in your profession, and doubt not, from the highly creditable manner your duties were discharged during the two years you served in my Corps in Canada and this State, that you will be always found skilful, industrious, and energetic, in the arduous duties of your profession, and do much credit to your friends who have recommended you.

In great haste.

I am, respectfully, your obedient servant,

CHAS. B. STUART.

To ALEX. L. LIGHT, Esquire, Civil Engineer, &c. &c. &c.

Woodstock, March 25, 1853.

SIR,—I beg to inclose you herein, a Resolution passed at the meeting of the Board of Directors of the “Woodstock and Lake Erie Railway and Harbour Company,” held on the 24th instant, and have to request the favour of an early answer.

I have the honor to be, Sir, your obedient servant,

H. C. BARWICK, *Chairman.*

Moved by H. C. Barwick, and seconded by H. T. Turner, and Resolved, “That the thanks of this Board are due to Alexander L. Light, Esquire, Civil Engineer, for his previous services, and that the post of Engineer in Chief of the ‘Woodstock and Lake Erie Railway and Harbour Company,’ be offered to him.”

H. C. BARWICK, *Chairman.*

The undersigned has much pleasure in testifying to the abilities of Mr. Light as an Engineer in general, that gentleman having been connected with the Saint Andrews and Quebec Railway for a considerable period, during part of which time I have acted as President of that Company, and beg leave to state, in my opinion, as far as locating a line and constructing a road, he is a very capital Engineer. He planned and built a Bridge at Katy’s Cove at Saint Andrews, for an estimate of £300, and it was completed £40 below the estimate, and in stating which in London, that he had done so, to Engineers and Railroad men, they would hardly believe me; the Bridge is 500 feet long, and has been in constant use with heavy engines up to the time of stopping the works, a period of nearly four years, and has not started an inch.

He also altered the location of our line after he became Chief Engineer, effecting a saving of from £16,000 to £18,000.

There has been so little doing on the line lately and by stoppage of the works he is out of employment.

I can safely say Mr. Light will always be found a perfect gentleman in his manners and dealings, and will keep any engagement he may enter into to the best of his power and abilities.

J. ROBINSON.

Campo Bello, 20th May 1856.

*Class A Shareholders St. Andrews & Quebec Rail Road Company,
26 Parliament Street, Westminster, 4th January 1856.*

MY DEAR SIR,—It is my pleasing duty as well as privilege to enclose you the thanks of this Board for your attention to its interests. We are at a great loss for a Map which would indicate the actual position of the grant of the 20,630 acres of land with reference to the point at which the Railway has reached.

If you could send me in the meantime a sketch for the information of our shareholders, it would be most desirable, and if possible by the first Mail via New York, it would be more acceptable.

I make it out somewhere upon Walton’s Meadow and about 35 from St. Andrews. How near is it to the line?

The description of its whereabouts in the Deed will help you.

With the best compliments of the season, believe me to be,

Yours very truly,

J. W. BYRNE.

Extract from the Minutes of a Board meeting of the Class A Shareholders of the St. Andrews and Quebec Railroad Company, on Thursday the 3rd day of January 1856.

Resolved, That the Secretary transmit the thanks of this Board to Mr. Light for the prompt manner in which he has protected the property committed to their trust.

J. W. BYRNE, *Secretary*.

The undersigned Commissioners and Directors, on behalf of the Government of the Province of New Brunswick, of the Saint Andrews and Quebec Railroad Company, beg to certify that Alexander L. Light has been engaged for the last four years in the capacity of an Engineer in Chief of said Railroad, during which period the survey, location, and the principal part of the construction upon the first division from Saint Andrews to Woodstock, has been completed under his superintendence, and the road so far brought into successful operation.

We take this opportunity of testifying our very high opinion of his professional skill and ability in surmounting, in a most satisfactory and economical manner, difficulties of no ordinary character which presented themselves in the construction of the line; the surmounting of which at an expense so much less than was anticipated we conceive has materially assisted in the successful accomplishment of the enterprise.

Mr. Light has further been employed by the Government of the Province in the capacity of Engineer of the Suspension Bridge over the River Saint John near the City of Saint John, and also of many other important bridges in other parts of the Province, upon each and all of which he has given the greatest satisfaction.

While we entertain the highest opinion of Mr. Light's ability and energy, we beg further to state that his gentlemanly bearing and strictly honorable conduct upon all occasions, has obtained for him as deserved, the utmost respect in this community.

B. WOLHAUPTER, *High Sheriff of York*,
GEORGE L. HATHEWAY, *M. P. P.*,

Commissioners on behalf of the Government of the Province of New Brunswick, of the Saint Andrews and Quebec Railroad Company.

Fredericton, New Brunswick, 8th June, 1855.

The undersigned, Directors of the Lewy's Island Railroad, take great pleasure in recommending Mr. Alex. L. Light as a Gentleman of unusual capacity and value in his department of Engineering. We have had occasion for the last six months to become acquainted with Mr. Light's acquirements, and know his business habits, and we have no hesitation in commending him to any party in want of the services of an able and accomplished Engineer, and one who will accomplish the most desirable results with the least expenditure of money.

F. A. PIKE,
E. C. GATES,
SAMUEL KILBY,

WILLIAM TODD, *President*,
D. K. CHASE, *Agent*,

May 17, 1856, Calais, Me.

Directors of the L. I. Railroad.

*Engineer's Office, Louisville and Covington R. R.,
Louisville, Kentucky, 1st May, 1853.*

MY DEAR SIR,—Having heard that you are about resigning your charge of the St. Andrews and Quebec Railway, and not knowing what may be your intentions for the future, I have thought it possible that an equivalent in this growing and flourishing west might suit your views, and that even if the remuneration did not at first seem sufficient to you, the fact of your being in the way of other and more lucrative engagements might for a time compensate you for any deficiency in present salary. My engagements are such as prevent me from giving such constant attention to this work as I could desire. It is an important undertaking, involving the construction of expensive structures, and I feel that it requires my undivided attention, or in my absence, the oversight of some competent person, in whom I could place more confidence than (I am sorry to say) I would be willing to place in most of our western Engineers.

Engineers. It would give me great pleasure and relieve me of a source of great anxiety if you could see your interest in accepting a position on this road as Principal Assistant in charge. I can assure you at once a salary of from \$2,500 to \$3,000 per annum, not less than the former, certainly, and if I can in any possible way increase it even beyond the larger amounts, it shall be done.

Your early reply will be of great service to me, as I am pressed by my engagements on the York and Cumberland as well as on the Buckfield Road, and I dare not leave my work here in charge of my present associates. From my knowledge of your capabilities, I am confident that in accepting this proposition and coming west at an early day, you will not long occupy the subordinate position offered you, but that among the many works in progress here, you will be able speedily to secure a spot better suited to your experience and capabilities, and affording you a salary commensurate with both.

Your obedient servant,

A. P. ROBINSON.

Chief Engineer Louisville & Covington Railroad.

To ALEX. L. LIGHT, Esq., Chief Engineer St. Andrews & Quebec Railways, St. Andrews.

Secretary's Office, Fredericton, 2nd May, 1853

SIR,—I have to inform you that a Warrant for the amount of your Account, £86 17 1, as Government Engineer, for surveying and testing the St. John Suspension Bridge, has been made out, No. 61, and in doing this I have to apologize for the long delay, it having been thought necessary to bring the same before the House of Assembly.

I am also directed by His Excellency the Lieutenant Governor to thank you for the very able Report you made as such Engineer, the same having been satisfactory in every respect both to the Government and to the Public.

I have the honor to be, Sir, your obedient servant,

J. R. PARTELOW.

ALEX. L. LIGHT, Esq., Civil Engineer, &c., St. Andrews.

Saint Stephens, August 10th, 1855.

DEAR SIR,—Your esteemed favour is before me. Previous to its reception I had great pleasure in making favourable mention of your name to our Board, and Mr. Pike was directed to negotiate with you in reference to our work. We shall from necessity require to practice the most rigid economy, and you must make the matter of salary as easy as possible. You are aware we have no public chest to fly to, no *facility Bill* to rely upon, and Seventy Thousand Pounds is a large sum to extract from the pockets of a small and comparatively poor community like ours.

I hope you and Mr. Pike may come to terms that will be mutually satisfactory.

Yours very truly,

WM. TODD.

ALEX. L. LIGHT, Esq., St. Andrews.

Crown Land Office, Fredericton, 23rd May, 1856.

MY DEAR SIR,—Enclosed are the papers you handed me the other day. You know how anxious I have been to retain your services as an Engineer for the department of Public Works, and more recently in view of our contemplated Railway operations.

Although the government of the Province is just now about to pass into other hands, I trust that your prospects of useful and profitable employment will not be thereby in any degree damaged or diminished.

I remain, dear Sir, your obedient servant,

JAMES BROWN, *Surveyor General,*
and Member of the Board of Works.

ALEX. L. LIGHT, Esq., Civil Engineer.

No. 15.

Mr. L. W. Myers' Statement and Certificates.

April 6th, 1859.

To the Hon. JOHN H. GRAY, Chairman.

My experience on internal improvements commenced as early as the year 1836, or 23 years ago.

My Brothers and self finished the very heavy work on the Morris Canal, between New York and Passaic River, over twenty years, also a tremendous heavy mechanical structure some sixty feet high to dam the Ramapoo River, as a reservoir for the said Canal.

In the years '38 & '39 we finished two of the heavier sections of the famous New York Water Works, probably among the best mechanical structures in the world; (you will bear in mind that this was 20 years ago.)

In '41 we built a heavy *sea-wall*, three quarters of a mile in length, with heavy docks and embankments, for the Bergen Port Company.

In the year '41 & '42 we finished seventeen miles of the New York and Erie Railroad, leading out of Piermont, and finished the filling in of just one mile of pier running into the North River, a job ten times the magnitude of Lawlor's Lake work.

In '44 & '45 I built four miles of the extension of the Great Reading Railway, which is the greatest freight road in the world of its length.

In '46 & '47 I had the chief superintendence of heavy work on several Railways.— In '48 & '49 my brothers and myself done much heavy work in the State of Maine.

In the years '50, '51, '53, '54, '55, '56, '57, I built twenty four miles of heavy masonry on the Scioto and Hocking Valley Railroad in Ohio; done a great deal of heavy work on the Cincinnati and Marietta Railway; constructed a large amount of work on the Louisville and Shelbyville Railway in Kentucky; done some heavy work in Illinois; with numerous others, tunnelling and boring, and scientific operations. Since '57 I have been on this line; what execution I have shewn on this line I will leave my friends and enemies to judge of.

Respectfully yours in haste,

LAWRENCE W. MYERS.

In addition to the gentlemen who have written testimonials in my favor, I beg to refer you to the following Engineers of eminence,—

JOHN B. JERVIS, ROSWELL B. MASON,

who are decidedly the most eminent Engineers in the United States.

St. Andrews and Quebec Railway Rooms, 23rd August, 1850.

As the bearer of this, Mr. Lawrence W. Myers, is about leaving for the South, I have much pleasure in stating the high satisfaction our Board of Directors and myself have experienced in their present contract on our line of Railway, so far as it has progressed; and I have confidence Mr. Myers will fulfil with equal satisfaction any contract he may undertake.

JOHN WILSON,

President of the St. Andrews and Quebec Railroad.

To whom it may concern :

Portland, Sept. 27, 1850.

The bearers of this, Lawrence W. Myers and Eastborn N. Myers, are well known to me as Railroad Contractors, not only by reputation but by an association of five years upon the same works in the State of Maine. In all undertakings I have found them capable and efficient men, thoroughly understanding their business and honorably carrying out their engagements. They have been connected with the Atlantic and Saint Lawrence Railway, with the New York and Cumberland Railroad, and with various other improvements in this State; and I believe I speak the sentiments of all with whom they have been connected in their business transactions. I recommend them confidently as Contractors worthy of consideration in any offers they may make.

A. P. ROBINSON,

*Chief Engineer of the York and Cumberland Rail Road,
and Civil Engineer of the City of Portland.*

To whom it may concern :

I take pleasure in recommending Laurence W. Myers, Esquire, as a Railroad Contractor.

Mr. Myers was engaged on the Atlantic and Saint Lawrence Railroad while I was acting as Director of the Company, and also on the York and Cumberland Railroad, and other Works in Maine.

Any Company or party requiring an efficient and competent Contractor will find Mr. Myers equal to any engagement he may undertake.

JOHN A. POOR.

*Shelbyville Railroad Office,
Shelbyville, Ky., 28th October, 1852.*

L. W. & E. N. & J. K. Myers & Co., brothers, and Contractors upon the Railroad leading from this place to Louisville, when they came to this State they brought with them strong letters of recommendation, among them one to myself from Mr. Robinson, Chief Engineer of the Louisville and Nashville Railroad, all of which letters I have handed those gentlemen. They have now been engaged on this their very heavy contract on our road for some considerable time, and I have no reason to regret having engaged them; I find them energetic, industrious, and reliable men, and experienced and skilful Contractors. I think that should they undertake on your road you will find them such as I have thus far found them myself, and men that will push your work forward.

Respectfully,

J. M. BULLOCK,
President Shelby Railroad Company.

To Honorable A. Dixon.

No. 16.

Mr. Light's Protest against Supplementary Papers submitted by Myers and Campbell, filed with Committee 7th April, 1859.

I have examined the statements and figures submitted by Messrs. Myers and Campbell; a number of them are mere repetitions of what has been already met by Messrs. Burrowes, Boyd, and Jewett, the remainder consist of assumptions, aspersions, and guesses, based on no personal knowledge, measurements, or other accurate or reliable data, and are therefore, I conceive, of no value as evidence, and need only be met by a general and positive denial of their truthfulness and correctness. I am willing to place my position, character, and knowledge of work, against theirs, and leave it with the Committee to decide between us.

While the Witnesses for the defence were present and face to face with Mr. Myers, he gave his whole evidence, and merely asked time to make up and give in the calculation on which his assertion that a saving of one third of the earthwork might have been effected.

The papers now submitted by him contain no such calculations which I might dissect or explain, but are mere reiterations of assertions which have been already proved fallacious, or else new and equally unfounded charges.

I protest against their being received as evidence.

ALEX. L. LIGHT, *Engineer.*

April 6th, 1859.

No. 17.

Letter from Honorable J. H. Gray, filed 7th April, 1859.

ALEX. L. LIGHT, Esq.

SIR,—I have to convey to you the Instructions of the Government that you will, if at all possible, forthwith proceed with the Railway Works between Saint John and the

the Nine Mile House, commencing at the former. It is conceived that the rock cutting on that Section may be done to advantage during the Winter, and that by laying down a temporary track from the City to the "Moose Path," so as to facilitate the passage of workmen, tools and materials, the tenders for the cutting and work beyond would be materially less, and at the same time the whole Section named be accomplished with much greater expedition.

If you can at once enter upon the above work with a due regard to the public interests and economy, you are hereby authorized to do so with the full sanction of the Government.

I am your obedient servant,

J. H. GRAY.

No. 18. From Mr. Light.

Statement of work done in Winter of 1856-7, between Mill Street and Gilbert's Lane, filed 8th April, 1859.

Amount of work done by J. Brookfield,	....	....	....	£2,530	0	0
Of which the following has been retained as permanent work :						
3,000 cubic yards rock excavation at 3s. 6d.	....	....		£525		
5,000 " " earth " " 1 6	....	....		375		
Pile Bridge at Mill Pond,	....	....	....	435		
Sleepers laid on Marsh,	....	....	....	344		
					1,679	0 0
Value of temporary works,	....	....	....	£851	0	0

No. 20.

Hammond River, May 10, 1858.

ROBERT JARDINE, Esquire,

DEAR SIR,—We have upon one Contract here, about three hundred tons of the Rails you imported last Fall, and having laid a large part of these in permanent road, we are able to speak exactly as to the size and pattern, and the way they are rolled. We find some rails so wide in the bottom flange that we have to cut off a full quarter inch with cold chisel, to allow it to enter the chair, while as many more are so small as to be quite a quarter inch loose in the chair, when laid. The rails thus vary half an inch in the bottom flange, and are of all widths within that limit.

In height the rails vary one eighth inch full, so that when laid they soon begin to bruise at the end, from waggons passing over them. Besides this, the slotting and sawing are done so irregularly that the expansions cannot be kept the same; and the difference in the width of the bottom flange precluding the possibility of laying the rails in the same straight line, or fair at the joints, will prevent the road, however carefully laid, from being so perfect as it should be; and I believe that in twelve months one half of the chairs laid will be broken, from being so bad a fit on the rail.

I am, Sir, your obedient servant,

THOMAS M. WALKER.

No. 21.

St. John, Dec. 21, 1857.

Having been requested by the Chairman of the European and North American Railway Board to examine and report upon a quality of rails landing from the Packet Ship Imperial, at Lawton's Wharf, I have to state, that having examined and compared upwards of one hundred rails, with a pattern furnished by A. Light, Esquire, Chief Engineer, I found them generally from one sixteenth to one eighth of an inch higher, from one sixteenth to one eighth of an inch wider at the top, and from one sixteenth to three eighths of an inch narrower on the bottom, than the aforesaid pattern, and that none of them were of the same size. I found besides that not over one third were of any pattern in height and in width across top and bottom; and that about

two thirds varied, each rail from the other, from one sixteenth to an eighth of an inch. I also found several of them defective, presenting an appearance as if there was a deficiency of metal, when passing through the rollers, leaving ragged on the edge.

(Signed) Respectfully submitted, GEO. FLEMING.

No. 22.

Liverpool, 15th January 1858.

R. JARDINE, Esquire,

DEAR SIR,—Your esteemed favor 29th is at hand, contents noted.

In reference to Mr. Fleming's certificate, I shall during next week ascertain whether such irregularity in the size is usual or not; on my way to Manchester, London, &c. I will have an opportunity of seeing and measuring for myself. Yesterday I examined a lot of double headed rails from Wales, and found them nearly of the same size every way, the variation not exceeding a 1-32 of an inch; at the same place I found a lot of Bridge rails, and on examination I found them to be fully as irregular in the size as those shipped to Saint John are represented to be. At present I am under the impression that the irregularity is owing to the pattern, that the iron when rolled to the pattern cannot always be of the same heat, and the difference in the size arises from the different degrees of heat, causing it to contract more or less as it cools. However by next Mail hope to be able to give a particular report.

I find myself in considerable of a fix in regard to the iron. Messieurs Barings wrote yesterday date in reply to mine of 7th, that as the money market is greatly improved, the Province Bonds are selling currently, and that difficulty being removed, they think now is the time to buy rails; that Staffordshire rails have not followed the general market, but Welsh rails, such as they have hitherto sent, can be bought at from £6 @ £6 10s.; probably they could contract at the former price with our order in hand. I wrote you last week that I could buy the same specification as sent to Barings for £7, subject to a particular inspection. I since then have made considerable inquiry, and find the iron market is improved; the ease in the money market has brought in orders for rails from quarters, and now £7 10s. is the lowest. It was decided by the present Board, as well as by their predecessors and Mr. Light, that it would be most advantageous to get Staffordshire, although the first cost was something more. The Government and Commissioners say buy through Barings, the cost through them is £2,500 more than they could be had for a week ago, and £1,500 more than the article can be had for to-day through other parties, and I believe the article quite as good. I shall reply to Messieurs Barings to-morrow, after I see what the letters per Persia say, and Monday or Tuesday go up to London, and the result will probably be, that under all circumstances, I shall think it best to buy the Welsh iron, and have it shipped direct from Newport or Cardiff.

(Signed) Yours very truly, ROBERT REED.

The reason why the double headed rails are more regular than the others, I think that they have more substance, being much heavier than our pattern. That one thin flange is acted upon same as on the Bridge rails by the different degrees of heat and cooling. It is easy weighing the Bridge rails now on hand at Saint John.

No. 23.

Railway Commissioners' Office, St. John, May 11, 1858.

DEAR SIRS,—I have to acknowledge receipt of your letter of 23rd April, in which you inform me that a report had reached you that dissatisfaction continued to be felt by us with the Rails furnished by your Liverpool House, and stating that if we can make out a good case you will present it, and that you hope, from the high character of the makers, that we will receive justice under any circumstances.

You will recollect that soon after the receipt of the rails in question, we sent you certificates as to their character from Mr. Light our Chief Engineer, and from Mr. Fleming,

Fleming, a Founder and Machinist of standing here. We now enclose copies of these certificates. The rails have now been laid, which has afforded an opportunity of testing the opinion of those who previously inspected them; and I now enclose additional certificate from Mr. Light and a certificate from Messrs. Walker & Co., the Contractor who laid a portion of them.

If this does not satisfy you as to the quality and character of the rails furnished by you, I have to request that you will send some person, or authorize some person here to inspect them, to whom I will afford every facility. The rails will speak for themselves. I am not aware what more I can do to shew you that your view was not correct.

I may mention that we are now receiving rails of the same pattern and kind of iron which are entirely free from the defects found in yours. Perhaps this may be accounted for by the rejections made by our Inspector, as for example, out of the first 106 tons he rejected—

For unsoundness,	....	....	....	....	14
Bad lengths,	....	....	....	....	28
Bad punching,	....	....	....	....	8
To be better squared,	....	....	....	....	9
To be re-straightened,	....	....	....	....	17

And out of 229 tons—

For unsoundness,	....	....	....	....	29
Bad lengths,	....	....	....	....	20
Bad punching,	....	....	....	....	7
To be better squared,	....	....	....	....	57
To be re-straightened,	....	....	....	....	41

By examining the Returns of the Inspector appointed by you, on the rails furnished to us, perhaps you may find the cause of the defects, as the evident carelessness of the manufacture, even when the inspection was so rigid, will account for the state of our rails, under an inspection of which we had no knowledge or control.

I am your obedient servant,

ROBERT JARDINE.

To Messrs. Naylor & Co., Boston.

No. 24.

Liverpool, 11th February, 1858.

R. JARDINE, Esquire,

DEAR SIRS,—Yours of the 25th instant is at hand. Contents noted. My previous letters will have advised you that I anticipated your recommendation to purchase through Messrs. Barings, and also that the order for lengths of railway bars was made in accordance with Mr. Light's desire as expressed in his letter enclosed by you.

If the Bill for Messrs. Naylor & Co. had come through me, I would have been in a better position to urge the claim made upon them; as it is, I am doubtful if they will make any allowance whatever. To-day I very carefully measured a hundred of railway bars, (being part of a cargo now loading for Alexandria, U. S.,) of precisely the same pattern as ours; I found them to vary in height to extent of 1-16th of an inch; in the breadth of head to extent of 1-16th, in the neck 1-8th, and in the width of the flange to extent of 1-8th of an inch, and although Mr. Fleming's Report says something more, this shows there are rails made and shipped as well as ours, and of same pattern too, that are not manufactured to a mathematical nicety. I have no doubt the different degrees of heat at which they are worked has some effect in causing a slight variation in the dimensions, but I presume the wear of the rolls has more to do with it. It is the duty of the Inspector to see that the rolls are kept to their proper size, when not so, they should be renewed. I took the pattern of rail and chair to London on Monday last, it was to be sent to the manufacturer as soon as the templet was made. The detailed drawings for the bridge were not complete, but they will be finished early next week, together with several sets of tracings to be sent out with the specifications for tender; we shall then select six to eight of the best builders, all equally competent,

competent, and whoever bids the lowest shall have the job; the whole to be under the superintendence of Mr. May. This I believe to be the only safe course to pursue, and I feel every confidence that the work will be done in a satisfactory manner; if it does not prove so, it will not be for want of every precaution being taken on my part.

As there was no particular specification with the contract for the rails, I think it best to have a talk with the manufacturer before the Inspector goes to the works. I leave to-morrow morning for that purpose, and about Tuesday next when the rolls are expected to be ready I intend to meet the Inspector at the manufactory and arrange the composition of the pile. I have been making inquiries about the chairs, and I expect to get them cast at or near the establishment where the rails are made from Welsh Cold Blast or iron equally as good.

Our rail slants a little on the top, one side being higher than the other. The rails I examined to-day, the height on both sides were alike; there were no chairs shipping but I presume the inclination is given in the chair, this would allow of the rail in case of being worn on one side to be turned end for end and placed in the same chairs again, whereas, as ours are made they would have to be changed to the other track. Mr. Light will understand what I mean.

I have seen a railway chair at Messieurs Barings, for a rail something like ours; the bottom of it was more than twice as thick as ours, and it was so made as to allow of the rail being wedged up with wood. Our pattern of rail and chair is very nice, and I see the necessity of the greatest accuracy in the manufacture of both.

There is now shipping at Port for the East India Company a Railway Viaduct of nearly a mile in length. It is constructed in a different way from ours, and is being shipped in small pieces as recommended by Mr. May; there are, however, portions of the sides of about 10 feet in length, but they were not more than 4 feet high; the angle irons, to break joints, projected out as previously referred to, which I think is very objectionable, they are subject to injury in the transportation.

I see by the Newspapers that two vessels cleared at Boston for Saint John on 14th January, and that one of them had arrived before the date of your letter, so that there must have been neglect as to the shipment of the Locomotive materials. It would have been better to have telegraphed Naylor's to apply to Ferris for information about a vessel.

John D. Purdy is making quite a fuss here because I won't give him a load of Railway iron for his ship "Conquest," and says there will be a time about it at home, and all kinds of declarations about Liberals and Tories. Well, I suppose there will be a time about it if he can make it; but for me it will be quite time enough to look out for its shipment when I know or have some idea when it will be delivered. When I do know, I will act the Commissioner, and ship it as I believe to be right and in accordance with the views of my brother Commissioners and the Government, as well as the people generally. The Bank has again lowered the rate of interest, it is now 3 per cent, and outside paper (choice) is discounted as low as 2½ per cent.

New Brunswick Bonds are selling at 107½. Mr. Bates told me all the Province Bonds were sold, and that now is the time to send them along as money is cheap and the Bonds sell freely.

As the prospect is that the Railway works will be pushed on vigorously this season, it is possible there may be more iron wanted. It is a matter for your consideration, and if so, my opinion is, the sooner it is ordered the better, as new lines of Railway are being projected in all quarters, which will cause an extra demand for iron.

Yours very truly,

(Signed)

ROBERT REED.

I enclose a list of prices for Low Moor Iron, &c. 1st January last; the usual discount for cash is 2½ per cent. we are gradually getting posted up. I go to the works next week to see about the tyres.

No. —.

R. JARDINE, Esquire,

Liverpool, 9th April, 1858.

DEAR SIR,—Your favour of 22nd ult. came duly to hand, with one from Mr. Light, dated 12th ult.; the contents of both have my attention. I am of opinion that Mr. May's views regarding the cause of the chains breaking was correct; I would have been glad if you or Mr. Light had said in what part they had broken.

Yesterday about 15 tons of the new chairs came forward; I tried about a dozen on as many rails and found them to be an excellent fit. If these rails and chairs don't prove satisfactory, it appears to me it will be no use for any one to try to have them right except the dissatisfied himself. The girders are not forward yet; they have been down to the Birkenhead Docks for some days, but there is no Crane strong enough to be got at to load them in the Lighter. Yesterday, they had about concluded to send them round per Railroad, via Crew, a trip of about eighty miles, and from the Depot here they would be taken to the ship's side with large wheels; such heavy articles are not easily managed.

On the 23rd, I wrote Messieurs Boysen, Hoyer & Taggert, to have a vessel ready for the iron to go to Shediac by about 1st April; on 30th March they wrote me they were unable to procure a vessel at such short notice.

I tried my hand at the business; the first one I mentioned it to said he would take it. Mr. William Leavitt's ship Montezuma, being nearly ready, he went up to London and fixed. She will commence loading on Monday.

I suppose next week I shall hear the result of my trial; it is of little consequence to me what is the verdict, as I know it is quite impossible to please everybody, particularly a certain number of discontented shipowners and disappointed political aspirants in Saint John.

Yours truly,

(Signed)

ROBERT REED.

No. 26.

Railway Commissioners' Office, St. John, N. B., Dec. 1, 1857.

DEAR SIR,—Nothing has happened much out of the usual course since you left.

The surveys are finished, and the plans nearly ready. There will be nothing to prevent tenders being taken on the 15th instant.

The Winter has been so far very open; no frost yet to prevent work. Fleming and Humbert, as I informed you by last Mail, have concluded to go into the Locomotive making, and Fleming has gone on to the States to get information. You will see by the Newspapers that the Appraisers gave Burtis £800, at which he is very wroth, and abuses me at a great rate; but I can take it all and as much more as he likes.

Another invoice by the Imperial, amounting to £2,307 4 8, was sent to me by Messieurs Naylor & Co., but as the policies of insurance were held by Messieurs Naylor, Vickers & Co. of Liverpool, I concluded that it would be more prudent to send the Bill to you, to be handed over to Messieurs Naylor, Vickers & Co., on your receiving from them a transfer of the policies, and I wrote to Messieurs Naylor & Co. of Boston, last week accordingly. Since then, however, I have ascertained that the rails are not properly made, as you will see by the enclosed letter from Mr. Light, and in the circumstances I think better not to remit until we get the matter arranged. Mr. R. Wright goes to Liverpool by this Steamer, and as I took him to the wharf to see the rails for himself, he will be able to satisfy Messieurs Naylor, Vickers & Co. that this is no mere factious objection. The damage will be at least £2 per ton I think, and I see no reason why we should suffer.

This will be a lesson to us that we must have a bona fide inspection of the rails we get in future, and no mere nominal one.

This shews too that either the manufacturers or agents were not to be depended on, and that we must look out for more trustworthy people. I hope to hear from you soon with better accounts of money matters in England, and am anxious to know whether our Railway operations will be interfered with. Things are every day getting worse here, but Mr. Wright will tell you all the news.

I am yours truly,

(Signed)

R. JARDINE.

Copy of Letter addressed to Chairman by Chief Commissioner.

Saint John, N. B., 9th April, 1859.

SIR,—You requested me this morning to give you in writing any explanations I had to offer respecting certain letters published by Messrs. Thorne & Lee relative to spikes, and also to explain some expressions in Mr. Robert Reed's letters to me, by which it might be understood that a higher price had been paid to Messrs. Barings for rails, than they could have been purchased for elsewhere by Mr. Reed.

With respect to the spikes, I have to say, that fifty tons were ordered from Messrs. Thorne & Lee for last year's operations, to be delivered as required, but from an accident having happened to the machinery by which at one time a quantity required for immediate use could not be obtained, the Commissioners thought it expedient to order a small quantity through Messrs. Barings as a reserve.

On these being received, and compared with Messrs. Thorne & Lee's spikes, it was found that the former were cheaper and made of better iron.

Samples of both were shewn to the Committee this morning.

As the Commissioners did not think it consistent with their duty to the public, even for the sake of encouraging domestic manufacture, to pay Messrs. Thorne & Lee a higher price for their inferior article than a better article could be got for elsewhere, they directed Messrs. Barings to take tenders from the principal houses in the trade in England, for such rails, chairs and spikes as would be wanted this year.

On hearing from Messrs. Thorne & Lee that they were willing to supply spikes as low as they could be imported, and made from iron of approved quality, a letter was sent to Messrs. Barings by first mail thereafter, requesting them not to make a contract for spikes, but by last mail the Commissioners were informed that the contract had been closed before the receipt of their letter.

Mr. Reed states I think in some of his letters that he had been offered rails at a lower price than that named to him by Messrs. Barings.

He afterwards informed me that he had misunderstood the matter, as the rails Messrs. Barings could purchase were "hammered," while those offered by Messrs. Naylor were "rolled" and *not* "hammered," which was equivalent to more than the difference in price.

I am Sir, your obd't servant,

R. JARDINE.

Hon. J. H. GRAY, Chairman Railway Committee.

TABLE No. 19.—In answer to Question No. 21 in the Address of the House.
Statement of Persons employed in the Engineering Staff.

NAME.	JANUARY 1st 1858.		JUNE 1st 1858.		JANUARY 1st 1859.	
	Occupation.	Rate.	Occupation.	Rate.	Occupation.	Rate.
Alex. L. Light,	Chief Engineer,	£500	Chief Engineer,	£500	Chief Engineer,	£500
R. W. Burrows,	Resident Engineer, Saint John,	300	Principal Assistant Engineer,	350	Principal Assistant Engineer,	350
Endicot King,	Assistant Engineer, Sec. 5, St. John,	200	Resident Engineer, Saint John,	300	Asst. Eng. Sec. 5 & 6, Salisbury,	200
W. J. Crossdale,	Assistant Engineer, Sec. 6, St. John,	200	Assistant Engineer, Sec. 5, Salisbury,	200	Asst. Eng. Sec. 5 & 6, Salisbury,	200
John Richardson,	Assistant Engineer, Sec. 6, St. John,	200	Mechanical Engineer,	125	Asst. Eng. Sec. 7 and part of 8,	200
T. V. Smith,	Assistant Local Engineer,	20s. per day,	Asst. Eng. part of 8 and 9 Sections,	200	Asst. Eng. Sections 10, 11, and 12,	200
W. H. Rankine,	Locating Engineer,	do.	Locating Engineer,	300	Asst. Eng. Section 4, Salisbury,	250
R. H. Thompson,	Resident Engineer, Moncton,	£300	Assistant Engineer, Moncton,	200	Asst. Eng. Sec. 13, 14, & 15, Sussex,	250
H. F. Perley,	Locating Engineer,	do.	Locating Engineer, Saint John,	200	Draftsman, Saint John,	250
Charles F. Ely,	Resident Engineer, Moncton,	£200	Assistant Engineer, Moncton,	200	Asst. Eng. Sec. 5 and 6, Saint John,	200
Wm. S. Rowson,	Leveller on Location,	20s. per day,	Locating Engineer,	£22 10s. per month,	Clerk, Saint John Office,	200
P. D. Cox,	Assistant Engineer, Moncton,	£200	Assistant Engineer, Section 5,	200	and Hammond Viaduct,	200
George Wightman,	Locating Engineer,	20s. per day,	Clerk, Saint John Office,	200	Clerk, Saint John Office,	100
Thomas Ranney,	Assistant Engineer, Location,	£22 10s. per month,	Topographer on Location,	100	Assistant Draftsman,	100
Chas. J. Beard,	Draftsman, Saint John,	£250	Assistant Draftsman,	85	Do.	85
Thos. O'Keleher,	Leveller on Location,	10s. per day,	Clerk, Saint John Office,	100	Do.	5s. per day.
J. E. Boyd,	Clerk, Saint John Office,	100	Messenger,	5s. "	Assistant Clerk,	6s. per day.
John Stone,	Clerk, Saint John Office,	£200	Leveller on Location,	10s. "	Messenger,	6s. "
H. G. C. Ketchum,	Assistant Draftsman,	100	Rodman, Moncton,	6s. 3d. "	Leveller on Sections 7 and 8,	10s. "
John M'Kenzi,	Do.	72	Assistant Locating Engineer,	£200	Do.	6s. 3d. "
G. D. Pye,	Clerk, Saint John Office,	100	Time Keeper,	7s. 6d. per day.	Do.	6s. 3d. "
John Munro,	Leveller on Location,	10s. per day,	Rodman,	6s. "	Rodman, Sussex,	6s. 3d. "
Chas. Birkenshaw,	Do.	do.	Do.	6s. "	Do.	6s. 3d. "
Thomas Gard,	Do.	do.	Rodman, Salisbury,	6s. 3d. "	Do.	6s. 3d. "
Sidney Kinder,	Do.	do.	Rodman, Moncton,	6s. 3d. "	Do.	6s. 3d. "
G. F. Crookshank,	Do.	do.	Rodman, Saint John,	6s. 3d. "	Do.	6s. 3d. "
Hurl Peters,	Do.	do.	(Chainman on Location,	5s. "	Do.	5s. "
W. Haxen,	Do.	do.				
F. L. Brigham,	Do.	do.				
G. F. Perkins,	Do.	do.				
J. H. Parks,	Do.	do.				
James Mahood,	Do.	do.				
H. A. Peters,	Do.	do.				
F. L. Dibbler,	Do.	do.				
A. Ramsey,	Do.	do.				
C. C. Gregory,	Do.	do.				
M. Dwyer,	Do.	do.				
William Watt,	Do.	do.				

Statement of Persons employed in the Engineering Staff.—Continued.

NAME.	JANUARY 1st 1858.		JUNE 1st 1858.		JANUARY 1st 1859.	
	Occupation.	Rate.	Occupation.	Rate.	Occupation.	Rate.
M. Cummins,	Chainman,	6s. 3d. per day,	Chainman on Location,	6s. per day,	Axeman, Sussex,	5s. per day.
J. W. Hearty,	Do.	do.	Chainman, Moncton,	5s. "	Chainman, Salisbury,	do.
James Hawkins,	Do.	do.	Do.	5s. "	Do.	do.
W. Smith,	Axeman, Section 5,	6s. 3d. per day,	Axeman, Section 5,	5s. "	Do.	do.
W. G. Boyd,	Do.	do.	Axeman, Section 6,	3s. 1d. "	Do.	do.
Alex. Comerford,	Do.	do.	Axeman on Location,	3s. 1d. "	Axeman, Upper Sussex,	do.
A. M'Gilvery,	Do.	do.	Do.	3s. 1d. "	Do.	do.
William Laing,	Do.	do.	Do.	5s. "	Do.	do.
G. Wightman, Jun.	Do.	do.	Do.	3s. 1d. "	Do.	do.
William Craig,	Do.	do.	Do.	3s. 1d. "	Axeman, Sections 8 and 9,	do.
S. Smith,	Do.	do.	Do.	3s. 1d. "	Do.	do.
John Kee,	Do.	do.	Do.	3s. 1d. "	Axeman, Sections 7 and 8,	do.
Edward Biram,	Do.	do.	Axeman,	5s. "	Do.	do.
John M'Carthy,	Axeman,	5s. "	Rodman, Sections 8 and 9,	6s. 3d. "	Do.	do.
Charles Foshay,	Do.	do.	Do.	5s. "	Do.	do.
J. G. Fairweather,	Do.	do.	Do.	6s. 3d. "	Axeman, Section 5,	5s. per day.
Robert Cummins,	Do.	do.	Do.	5s. "	Axeman, Sussex,	do.
J. H. Beek,	Do.	do.	Do.	3s. 1d. "	Axeman,	do.
T. Pendleton,	Do.	do.	Do.	3s. 1d. "	Do.	do.
Angus M'Ace,	Do.	do.	Do.	3s. 1d. "	Do.	do.
Patrick Owens,	Do.	do.	Do.	3s. 1d. "	Do.	do.
Thomas Kilby,	Do.	do.	Do.	3s. 1d. "	Do.	do.
Robert Boyle,	Do.	do.	Do.	3s. 1d. "	Do.	do.
M. N. Taylor,	Do.	do.	Do.	3s. 1d. "	Do.	do.
James Taylor,	Do.	do.	Do.	3s. 1d. "	Do.	do.
Samuel M'Kean,	Do.	do.	Do.	3s. 1d. "	Do.	do.
Thomas Griffiths,	Do.	do.	Do.	3s. 1d. "	Do.	do.
Alex. M'Naughton,	Do.	do.	Do.	3s. 1d. "	Do.	do.
William Hartshorn,	Do.	do.	Do.	3s. 1d. "	Do.	do.
D. M'Goldrick,	Do.	do.	Do.	3s. 1d. "	Do.	do.
James Eckerley,	Do.	do.	Do.	3s. 1d. "	Do.	do.
W. B. Frost,	Do.	do.	Do.	3s. 1d. "	Do.	do.
R. Milligan,	Do.	do.	Do.	3s. 1d. "	Do.	do.
J. G. Johnston,	Do.	do.	Do.	3s. 1d. "	Do.	do.
J. Middleton,	Do.	do.	Do.	3s. 1d. "	Do.	do.
W. Campbell,	Do.	do.	Do.	3s. 1d. "	Do.	do.

RETURNS FROM CROWN LAND OFFICE.

RETURN OF TIMBER LICENCES

Issued out of the Crown Land Office between the 1st day of November 1857, and the 31st day of October 1858, both inclusive.

Class I.—*Between 1st November 1857, and 1st May 1858.*

No.	Name.	Square Miles	Rate per Mile.	Amount.
1	Akerley, Sam. A.	2	20s.	£2 0 0
1	Alcorn William	2	....	2 0 0
1	Arbuckle, Joseph	3	....	3 0 0
1	Andrews, Hugh	2	....	2 0 0
1	Bain, Hugh	6	....	6 0 0
1	Barry, Thomas	2	....	2 0 0
3	Berton, Wm. J.	6	....	6 0 0
1	Boardman, Geo. A.	2	....	2 0 0
1	Beveridge, Benj.	2	....	2 0 0
1	Branscombe, Arthur	2	....	2 0 0
1	Brown Henry	2	46s.	4 12 0
1	Burchill, George	2	20s.	2 0 0
1	Burpee, Stephen G.	3	....	3 0 0
1	Caie William. S.	2	....	2 0 0
1	Coburn, Moses	2	....	2 0 0
1	Coyle, Robert	2	....	2 0 0
1	Crocker Robinson	4½	....	4 10 0
1	Crozier, Thomas	3	....	3 0 0
1	Davidson, James	2	....	2 0 0
1	Davis, Alfred	2	....	2 0 0
1	Davis, Thomas	4	....	4 0 0
1	Day, Nathan P.	2	....	2 0 0
4	Ferguson, Adam	11	....	11 0 0
3	Ferguson, John (Gloucester.)	12	....	12 0 0
4	Ferris, John	8	....	8 0 0
2	Fraser, William S.	4	....	4 0 0
1	Gamblin, John	2	....	2 0 0
1	Gordon, James	2	20s.	2 0 0
1	Giberson, Murphy	2	....	2 0 0
1	Grieve, Patrick F.	2	....	2 0 0
2	Hamilton, William	4	....	4 0 0
1	Harding, Jesse	2	....	2 0 0
1	Horton, Ebenezer	2	....	2 0 0
3	Hutchison, Richard	7	....	7 0 0
1	Jonah, George	2	....	2 0 0
1	Lester, James	2	....	2 0 0
1	Letson, George A.	2	....	2 0 0
2	Montgomery, John	13½	....	13 10 0
1	Mowat, David	2	....	2 0 0
2	Muirhead, William	5½	....	5 10 0
1	Murdoch, Alexander	2	....	2 0 0
1	M'Cutcheon, Charles	2	....	2 0 0
1	M'Donald, Donald	2	....	2 0 0
1	M'Donald, John	2	....	2 0 0
1	M'Lauchlan, John	2	....	2 0 0
2	M'Lean, Archibald	5½	....	5 10 0

Return of Licences for Timber Berths in 1858.—Class 1, Continued.

No.	Name.	Square Miles.	Rate per Mile.	Amount.
1	M'Lean, A. G.	2	20s.	£2 0 0
2	M'Lean, John	5	....	5 0 0
1	Nelson, John	2	....	2 0 0
4	Perry, Charles	8	....	8 0 0
1	Pratt, Joseph	2	....	2 0 0
1	Priscott, Gideon	2	39s.	3 18 0
2	Robichaux, Clement	4½	20s.	4 10 0
1	Scovil, Richard C.	2	....	2 0 0
1	Smith, John	3	....	3 0 0
1	Smith, William	10	....	10 0 0
1	Steves, Albert	2	....	2 0 0
2	Stewart, Dugald	5	....	5 0 0
1	Stockton, Sidney S.	2	....	2 0 0
1	Sutherland, James	2	....	2 0 0
1	Tracy, Stephen	2	....	2 0 0
1	Turner, John L.	2	....	2 0 0
1	Williamson, Alex.	2	....	2 0 0
1	Worden, Archelaus	2	....	2 0 0
90	SUMMARY.	219½		£224 0 0
SS	Licences at upset price,	215½	20s.	£215 10 0
1	Do. at advanced price,	2	39s.	3 18 0
1	Do. do.	2	46s.	4 12 0
90	Totals,	219½		£224 0 0

R. GOWAN, *Accountant.*

Class 2.—Between 1st May and 31st October, 1858.

No.	Name.	Square Miles.	Rate per Mile.	Amount.
1	Alcorn, William	2	20s.	£2 0 0
1	Alexander, Charles	2	....	2 0 0
1	Allan, Thomas C.	2	....	2 0 0
1	Arbuckle, Joseph	3	....	3 0 0
3	Atherton, Thomas C.	7	....	7 0 0
1	Bain, Hugh	6	....	6 0 0
2	Baird, Francis	7½	....	7 10 0
1	Bailey, Gideon D.	2	....	2 0 0
2	Beckwith, John A.	5½	....	5 10 0
6	Berton, Wm. J.	22½	....	22 10 0
1	Do.	3	21s.	3 3 0
7	Beveridge, Benj.	17	20s.	17 0 0
1	Bradbury, J. W.	3	....	3 0 0
1	Bridges, James	2½	....	2 10 0
3	Briggs, Daniel	6½	....	6 10 0
1	Brockway, Alvia	2	....	2 0 0
1	Brown, Fred. W.	6	....	6 0 0
1	Brown, William	2	....	2 0 0
1	Bubar, John	3	....	3 0 0
1	Bubar, Leonard	3	....	3 0 0
3	Buckley, William	9	....	9 0 0
4	Burchill, George	10	....	10 0 0

Return of Licences for Timber Berths in 1858.—Class 2, Continued.

No.	Name.	Square Miles.	Rate per Mile.	Amount.
6	Burpee, Isaac C.	31½	20s.	31 10 0
1	Burpee, Stephen G.	10	....	10 0 0
2	Burpee, T. B. C.	9½	....	9 10 0
16	Caie, William S.	64½	....	64 10 0
1	Campbell, John	2	....	2 0 0
1	Campbell, Ronald	2	....	2 0 0
1	Carman, Sam. J.	2	....	2 0 0
3	Carpenter, Birdsill	12	....	12 0 0
1	Coburn, Moses	3	....	3 0 0
13	Connell, Charles	67	....	67 0 0
1	Conner, James	3	85s.	12 15 0
1	Coy, John	2	20s.	2 0 0
16	Crocker, Robinson	64	....	64 0 0
1	Cullion, James	3	....	3 0 0
1	Darrah, James	3	....	3 0 0
2	Davis, Alfred	4	....	4 0 0
1	Day, Absalom	3	....	3 0 0
3	Day, Nathan P.	13	....	13 0 0
1	DeBeck, George	2	....	2 0 0
19	DesBrisay, L. P. W.	66½	....	66 10 0
1	Do.	5	30s.	7 10 0
1	Dibblee, Wm. F.	7	20s.	7 0 0
3	Doherty, William	8	...	8 0 0
1	Donald, James	2	....	2 0 0
3	Dunn, Robert Jun.	12½	....	12 10 0
1	Eaton, Joseph	3	....	3 0 0
1	Estabrooks, Turney	6	42s. 6d.	12 15 0
1	Ferguson, Adam	2	20s.	2 0 0
2	Ferguson, Francis	20	....	20 0 0
8	Ferguson, John (Gloucester,)	33	....	33 0 0
7	Ferguson, John (Sunbury,)	28	...	28 0 0
7	Ferris, John	19	....	19 0 0
1	Do.	9	95s.	42 15 0
4	Ford, John P.	9½	20s.	9 10 0
3	Fulton, Francis	12½	....	12 10 0
2	Fulton, Robert	9	....	9 0 0
20	Garbutt, Henry	70½	....	70 10 0
4	Gates, Ephraim C.	13½	....	13 10 0
2	Gilmore, Alfred	4	....	4 0 0
11	Gillmor, Daniel	33½	....	33 10 0
1	Goodfellow, David	2	....	2 0 0
17	Harding, Jesse	47	....	47 0 0
3	Hartt, George H.	7	....	7 0 0
3	Hatheway, Geo. L.	9	....	9 0 0
1	Holts, Samuel	2	...	2 0 0
2	Hutchinson, Robert	6½	....	6 10 0
23	Hutchison, Richard	89½	....	89 10 0
1	Kennedy, James	3	....	3 0 0
3	Kerr, George	13	....	13 0 0
1	Kilburn, Benjamin	2	....	2 0 0
1	Do.	2	21s.	2 2 0
1	Do.	4	35s.	7 0 0
1	Kirkpatrick, James	2	20s.	2 0 0
2	Langen, Samuel	5	....	5 0 0
1	Lawrence, Bela R.	10	....	10 0 0
1	Lenentine, John	2	....	2 0 0

Return of Licences for Timber Berths in 1858.—Class 2, Continued.

No.	Name.	Square Miles.	Rate per Mile.	Amount.
2	Letson, Geo. E.	4	20s.	£4 0 0
1	Lister, George	2	....	2 0 0
1	Livingstone, Henry	10	....	10 0 0
4	Lunt, Enoch	27½	....	27 10 0
1	Do.	4½	80s.	18 0 0
1	Do.	9	100s.	45 0 0
1	Do.	6	105s.	31 10 0
1	Do.	3	200s.	30 0 0
1	Mersereau, Linus	3	....	3 0 0
2	Mersereau, Jacob V.	6	....	6 0 0
1	Mitchell, James S.	2	....	2 0 0
2	Moffat, George	5	....	5 0 0
2	Moffat, William	12½	....	12 10 0
1	Montgomery, John	4½	....	4 10 0
3	Morrow, George	15½	....	15 10 0
10	Muirhead, William	29	....	29 0 0
6	Murray, Thomas	21	....	21 0 0
1	Do.	2	55s.	5 10 0
3	Myshrall, Joseph	20½	20s.	20 10 0
4	M'Adam, John	13½	....	13 10 0
1	M'Aleney, William	4	20s. 6d.	4 2 0
1	M'Bean, John	2	20s.	2 0 0
1	M'Cann, William	5½	....	5 10 0
1	M'Intosh, Angus	3	....	3 0 0
2	M'Kendrick, Michael	10	....	10 0 0
27	M'Laggan, Alex.	91	....	91 0 0
5	M'Laughlin, John	11	....	11 0 0
1	M'Lean, Allan	2	....	2 0 0
1	M'Lean, Archibald	2½	....	2 10 0
1	M'Lean, John	2½	....	2 10 0
1	M'Lean, Wm. A.	3	....	3 0 0
1	M'Millan, John	6	....	6 0 0
1	M'Millan, Michael	3	....	3 0 0
10	M'Pherson, Charles	31½	....	31 10 0
3	Neil, Samuel	15½	....	15 10 0
2	Nelson, John	4	....	4 0 0
1	Newcomb, W. R.	2	....	2 0 0
1	Nutter, Theodore	2	....	2 0 0
2	Odell, Dan. J.	4	....	4 0 0
1	Do.	2	21s.	2 2 0
1	Parlee, Ab. N.	3	20s.	3 0 0
2	Perley, Charles	4	....	4 0 0
3	Perley, Wm. E.	10	....	10 0 0
1	Peters, Geo. S.	2	....	2 0 0
1	Phillips, David	2	....	2 0 0
2	Pickard, Thomas Jr.	9	....	9 0 0
1	Plummer, Amos	2	....	2 0 0
1	Pratt, Joseph	2	....	2 0 0
7	Prescott, Gideon	16	....	16 0 0
1	Price, Walter R.	2	....	2 0 0
1	Randall, Samuel	2	....	2 0 0
7	Reynolds, Wm. K.	25½	....	25 10 0
1	Do.	10	95s.	47 10 0
2	Ritchie, David	8	20s.	8 0 0
1	Do.	2	21s.	2 2 0
8	Robertson, John	34	20s.	34 0 0

Return of Licences for Timber Berths in 1858.—Class 2, Continued.

No.	Name.	Square Miles.	Rate per Mile.	Amount.
1	Rourke, Wm. H.	2	20s.	£2 0 0
1	Savage, Ezekiel	6	....	6 0 0
9	Scovil, Wm. H.	58½	....	58 10 0
1	Smith, Charles	3	...	3 0 0
1	Smith, George	3	....	3 0 0
1	Smith, H. B.	8	....	8 0 0
2	Smith, Harrison T.	6	....	6 0 0
1	Smith, Robert	2½	....	2 10 0
6	Smith, Wm. S.	19½	....	19 10 0
3	Sowerby, Isaac	7½	...	7 10 0
2	Steves, Albert	4	....	4 0 0
1	Steves, Israel	3½	....	3 10 0
1	Swim, Robert	3	....	3 0 0
1	Taylor, John	2	....	2 0 0
3	Taylor, Nathan S.	7	....	7 0 0
1	Temple, Thomas	2	....	2 0 0
1	Tracy, Stephen	2	....	2 0 0
3	Underhill, Thos. W.	12	....	12 0 0
2	Walker, Edward	8	....	8 0 0
6	Wark, David,	32½	....	32 10 0
1	Webb, Benjamin	3	....	3 0 0
4	Weldon, John W.	20½	....	20 10 0
1	Whittaker, Joseph	3	....	3 0 0
1	Wilson, Thomas	2	....	2 0 0
1	Woods, Adam	2	....	2 0 0
2	Woods, Francis	6½	....	6 10 0
4	Yeamans, Richard	15	....	15 0 0
1	Young, William.	2	....	2 0 0
R. GOWAN, Accountant.				£1,992 6 0

Abstract and Summary of Licences between 1st May and 31st October, 1858.

Square Miles.	Rate per Mile.	Amount.	Square Miles.	Rate per Mile.	Amount.
1718½	20s.	£1718 10 0	4½	80s.	£18 0 0
4	20s. 6d.	4 2 0	3	85s.	12 15 0
9	21s.	9 9 0	19	95s.	90 5 0
5	30s.	7 10 0	9	100s.	45 0 0
4	35s.	7 0 0	6	105s.	31 10 0
6	42s. 6d.	12 15 0	3	200s.	30 0 0
2	55s.	5 10 0			£1992 6 0

Average rate per square mile, 22s. 2½d. currency.

R. GOWAN, Accountant.

TIMBER BERTHS TO BE SOLD IN NOVEMBER, 1858.

No.	Name.	Square Miles.	Deposit.	Amount.
107	Hovey, Aaron Jr.	2	20s.	£2 0 0
175	Dunn, Robert	2	....	2 0 0
Totals,		4		£4 0 0

R. GOWAN, Accountant.

RETURN OF MILEAGE PAID UPON MILL RESERVES

Between 1st November 1857, and 31st October 1858.

No. of Lease.	Name of Lessee.	Square Miles.	Rate per Mile.	Amount.
2	Sowerby, Isaac	7½	10s.	£3 15 0
3	Doherty, William	7½	....	3 15 0
7	Pollok, John	27	....	13 10 0
14	Tracey, Jeremiah Sen.	6½	....	3 5 0
15	Tracey, Richardson	7½	....	3 15 0
18	Underhill, Thomas W.	13½	....	6 15 0
21	Yeamans, Peters	8½	....	4 5 0
23	Cox, Thomas	7½	....	3 15 0
26	Morrow, George	6½	....	3 5 0
31	Ford, John P.	13½	....	6 15 0
39	Tracey, Jeremiah Jun.	7½	....	3 15 0
52	Johnson, Thomas Jun.	4	....	2 0 0
73	Pollok, John	7½	....	3 15 0
82	Ingraham, Benj.	6	....	3 0 0
83	Johanson, Thomas	7½	....	3 15 0
84	Irish, J. W. M.	13½	....	6 15 0
85	Lunt, Enoch	13½	....	6 15 0
87	Tibbits, James	7½	....	3 15 0
88	Sowerby, Isaac	6	....	3 0 0
91	M'Pherson, Charles	12½	....	6 5 0
92	Garbutt Henry	13½	....	6 15 0
94	Barker, Spafford	1½	....	0 15 0
95	Turner, Isaac	7½	....	3 15 0
96	Gibson, Hugh	3	....	1 10 0
98	Gillmor, Arthur H.	7½	....	3 15 0
99	Kelly, Rebecca	7½	30s.	11 5 0
100	Smith, Harrison T.	7½	....	11 5 0
101	Austin, James	7½	....	11 5 0
102	Anderson, David H.	7½	10s.	3 15 0
103	Hartt, Thomas	7	30s.	10 10 0
111	Bartlett, Charles	2½	20s.	2 10 0
112	Tracey, Jeremiah Jun.	6	....	6 0 0
115	Hartt, Thomas	7	....	7 0 0
117	Burpee, Charles	12	....	12 0 0
118	Smith, J. & D.	4½	....	4 10 0
119	Walker, Edward	6	....	6 0 0
120	M'Millan, Miles	6	....	6 0 0
122	Thomson, Robert	7½	30s.	11 5 0
		312½		£215 5 0
	Over paid No. 82, B. Ingraham,			0 15 0
	Total,			£216 0 0
	SUMMARY.			
26	Reserves,	231½	10s.	£115 15 0
7	Do.	44	20s.	44 0 0
5	Do.	37	30s.	55 10 0
38	Totals,	312½		£215 5 0

R. GOWAN, Accountant.

RETURN OF FINES, &c.,

Received between 1st November 1857, and 31st October 1858, on Timber, &c. cut on Crown Lands without License.

When paid.	Name.	Nature of Payment.	Amount.
May 29, and Oct. 20,	Murchie, Jas.	40 M. 755 feet Lumber @ 3s. 9d.	£7 12 10
	Eaton, J. E.	20 M. 572 " " 7 6	18 18 9
	M'Culloch, A.	300 knees,	17 10 0
			£44 1 7
		Deduct for Seizing Officer, 2th	£11 0 5
			£33 1 2

R. GOWAN, *Accountant.*

ABSTRACT AND RECAPITULATION OF RECEIPTS

On account of Timber and Lumber, between 1st November 1857, and 31st October 1858, both inclusive.

Nature of Receipt.	Amount.
Mileage on Timber Licences between 1st Nov. 1857, and 1st May 1858,	£224 0 0
Do, do. 1st May 1858, and 31st Oct. 1858,	1,992 6 0
Mileage on Berths to be sold in November 1858,	4 0 0
	£2,220 6 0
Mileage on Mill Reserves,	216 0 0
Fines on Timber, &c. cut without Licence,	33 1 2
Mileage to May 1859 on Timber Lease to Geo. W. Hoben,	12 0 0
Total for Timber and Lumber,	£2,481 7 2

JAMES BROWN, *Sur. Gen.*

R. GOWAN, *Accountant.*

RETURN OF SALES OF CROWN LAND

From 1st November 1857, to 31st October 1858, both inclusive, for payment down or by annual instalments under the Regulations of 11th May and 31st August 1858.

Twenty per cent. being deducted for payment down, and five per cent. Commission allowed to the Local Deputies, for all sums paid by them to the Receiver General.

COUNTY OF ALBERT.—REUBEN STILES, Local Deputy.

Record.	Purchaser.	Acres.	Price per Lot.	Discount.	Paid Deputy.
13,183	Hicks, Thomas	50	£7 10 0	£1 10 0	£6 0 0
13,205	Steeves, Daniel	213	31 19 0	6 7 10	25 11 2
13,206	Steeves, Reuben	60	9 0 0	1 16 0	7 4 0
13,260	M'Fee, John	95	14 5 0	2 17 0	11 8 0
13,507	Rourke, Wm. H.	50	7 10 0	1 10 0	6 0 0
13,509	Rourke, James	100	15 0 0	3 0 0	12 0 0
13,618	Matthews, John J.	34	5 2 0	1 0 5	4 1 7
13,619	Huston, William	10	1 10 0	0 6 0	1 4 0
13,620	Chandler, Edw. B. Jr.	66	9 18 0	1 19 7	7 18 5
13,259	Hicks, Thomas	100	15 0 0	....	3 15 0
13,508	M'Gee, John	100	15 0 0	....	3 15 0

Paid Deputy, £88 17 2: Commission, £4 9 2: Paid Rec. General, £84 8.

Sales of Crown Land from 1st November 1857, to 31st October 1858.—Continued.

COUNTY OF CARLETON.—H. M. G. GARDEN, Local Deputy.

Record.	Purchaser.	Acres.	Price per Lot.	Discount.	Paid Deputy.
13,120	Griffith, Benj. P.	20	£3 0 0	£0 12 0	£2 8 0
13,121	M'Lellen, John	10	2 10 0	0 10 0	2 0 0
13,218	Moore, James	30	4 10 0	0 18 0	3 12 0
13,220	Kerr, Robert	182	27 6 0	5 9 2	21 16 10
13,119	Griffith, Benj. P.	100	15 0 0	....	3 15 0
13,217	Moore, James	100	15 0 0	....	3 15 0
13,219	M'Kenzie, Anne	100	15 0 0	....	3 15 0
13,264	Ritchie, Freeman B.	100	15 0 0	....	3 15 0
13,265	Ritchie, Lorenzo	100	15 0 0	....	3 15 0
13,360	Connell, Charles	100	15 0 0	....	3 15 0

Paid Deputy, £46 7 10: Commission, £2 12 3: Paid Rec. General, £43 15 7.

COUNTY OF CHARLOTTE.—EDWARD JACK, Local Deputy.

13,261	Prescott & Lawrence,	50	£7 10 0	£1 10 0	£6 0 0
13,354	Thomson, Robert	65	9 15 0	1 19 0	7 16 0
13,732	Hatch, Wellington	252	37 16 0	7 11 2	30 4 10
13,733	Prescott & Lawrence,	400	60 0 0	12 0 0	48 0 0
13,734	Boin, Thomas	50	7 10 0	1 10 0	6 0 0
13,521	Vernon, Moses	76	11 8 0	....	2 17 0
13,522	Vernon, James	79	11 17 0	....	2 19 3
13,711	Gillmor, Daniel	100	15 0 0	....	3 15 0

Paid Deputy, £107 12 1: Commission, £5 7 6: Paid Rec. General, £102 4 7.

COUNTY OF GLOUCESTER.—Hon. JAS. DAVIDSON & M. CARRUTHERS, Local Deputies.

13,122	Savoy, John	75	£11 5 0	£2 5 0	£9 0 0
13,123	Sutherland, Alexander	122	18 6 0	3 13 2	14 12 10
13,124	Pinette, Louis	100	15 0 0	3 0 0	12 0 0
13,126	Chaisson & Lantain,	50	7 10 0	1 10 0	6 0 0
13,130	Scott, James	4	0 12 0	0 2 4	0 9 8
13,131	Albert, Dominique	95	14 5 0	2 17 0	11 8 0
13,136	Noel, Henry	50	7 10 0	1 10 0	6 0 0
13,137	Alexandre, Joshua	68	10 4 0	2 0 9	8 3 3
13,139	do.	91	13 13 0	2 14 7	10 18 5
13,140	Poulain, L'Ange	105	15 15 0	3 3 0	12 12 0
13,142	Chaisson, Levi	15	2 5 0	0 9 0	1 16 0
13,143	Chaisson, Joseph	88	13 4 0	2 12 9	10 11 3
13,145	Sormany, Henry A.	45	6 15 0	1 7 0	5 8 0
13,147	Aché, A.	24	3 12 0	0 14 4	2 17 8
13,148	Ducloc, John	100	15 0 0	3 0 0	12 0 0
13,149	Savoy, Oliver	100	15 0 0	3 0 0	12 0 0
13,150	Aché, Andrew Jun.	100	15 0 0	3 0 0	12 0 0
13,151	Chaisson, Vital	137	20 11 0	4 2 2	16 8 10
13,152	Chaisson, Dozie	77	11 11 0	2 6 2	9 4 10
13,153	Chaisson, Dazie	50	7 10 0	1 10 0	6 0 0
13,155	Aché, Andrew	52	7 16 0	1 11 2	6 4 10
13,158	Noel, Aimable	54	8 2 0	1 12 4	6 9 8
13,159	John, Edward	50	7 10 0	1 10 0	6 0 0
13,161	Duggay, Pierre	120	18 0 0	3 12 0	14 8 0
13,164	Noel, Jaque	66	9 18 0	1 19 7	7 18 5

Sales of Crown Land from 1st November 1857, to 31st October 1858.—Continued.

COUNTY OF GLOUCESTER.—Continued.

Record.	Purchaser.	Acres.	Price per Lot.	Discount.	Paid Deputy.
13,167	Poulain, Augustine	110	£16 10 0	£3 6 0	£13 4 0
13,170	Poulain & Ache,	200	30 0 0	6 0 0	24 0 0
13,171	Poulain, Xavier	75	11 5 0	2 5 0	9 0 0
13,172	Ache, Octave	75	11 5 0	2 5 0	9 0 0
13,176	Ache, Fabian Jun.	110	16 10 0	3 6 0	13 4 0
13,247	Terrio, Charles	50	7 10 0	1 10 0	6 0 0
13,248	Ache, Andrew	50	7 10 0	1 10 0	6 0 0
13,250	Ache, Andrew	50	7 10 0	1 10 0	6 0 0
13,251	Noel, Joseph	56	8 8 0	1 13 7	6 14 5
13,267	Drysdale, Jas. & John	80	12 0 0	2 8 0	9 12 0
13,301	White, John	100	15 0 0	3 0 0	3 5 0
13,302	Eady, Wm. Jun.	100	15 0 0	3 0 0	12 0 0
13,303	Seeley, Richard	28	4 4 0	0 16 9	3 7 4
13,304	Le Gresley, Eli	100	15 0 0	3 0 0	12 0 0
13,306	Foley, Daniel	12	2 17 0	0 11 5	2 5 7
13,665	Commeau, Charles D.	64	9 12 0	1 18 4	7 13 8
13,666	Ache, Joseph M.	100	15 0 0	3 0 0	12 0 0
13,672	Savoy & Ache,	100	16 13 4	3 6 8	13 6 8
13,125	Lantain, E. & M.	50	7 10 0	....	1 17 6
13,127	Cabot, John George	50	7 10 0	....	1 17 6
13,128	Hennessy, David	60	9 0 0	....	2 5 0
13,129	Scott, James	100	15 0 0	....	3 15 0
13,131	Robichaux, Clement	100	15 0 0	....	3 15 0
13,132	Hubert, Moses	70	10 10 0	....	2 12 6
13,133	Lumsden, William	50	7 10 0	....	1 17 6
13,135	Duggay, Prospere	92	13 16 0	....	3 9 0
13,138	Govain, Lazare,	50	7 10 0	....	1 17 6
13,141	Chaisson, Levi	100	15 0 0	....	3 15 0
13,144	Sormany, Henry A.	100	15 0 0	....	3 15 0
13,146	Ache, Antim	100	15 0 0	....	3 15 0
13,154	Guignards & Chaisson,	52	7 16 0	....	1 19 0
13,156	Chaissons & Guignard,	100	15 0 0	....	3 15 0
13,157	Poulain, Jarvie	100	15 0 0	....	3 15 0
13,160	John, Edward	50	7 10 0	....	1 17 6
13,162	Duggay, Jarvie & L'ange	100	15 0 0	....	3 15 0
13,163	Ache, Andrew	74	11 2 0	....	2 15 6
13,165	Ache, Sinai	66	9 18 0	....	2 9 6
13,166	Ache, Sebastian	50	7 10 0	....	1 17 6
13,168	Ducloc, Flavain	50	7 10 0	....	1 17 6
13,169	Savoy, Marcell	100	15 0 0	....	3 15 0
13,173	Guignard, Rufine	100	15 0 0	....	3 15 0
13,174	Ache, Bruno	100	15 0 0	....	3 15 0
13,175	Chaisson, Joseph	100	15 0 0	....	3 15 0
13,246	Goddin, Prospere	100	15 0 0	....	3 15 0
13,249	Boutillier, Beni & Jos.	50	7 10 0	....	1 17 6
13,252	Ache & Chaisson,	100	15 0 0	....	3 15 0
13,253	Drysdale, Jas. & John	100	15 0 0	....	3 15 0
13,305	Foley, Daniel	100	23 15 0	....	5 18 9
13,328	Cormier, Placide	100	23 6 8	....	5 16 8
13,329	Cormier, Ambrose	100	23 6 8	....	5 16 8
13,614	Robichaux, Peter & Geo.	50	7 10 0	....	1 17 6
13,615	Lantain, Eloi, Sen.	85	12 15 0	....	3 3 9
13,667	Dunn, John	50	7 10 0	....	1 17 6
13,668	Smith, Joseph	59	8 17 0	....	2 4 3

Sales of Crown Land from 1st November 1857, to 31st October 1858.—Continued.

COUNTY OF GLOUCESTER.—Continued.

Record.	Purchaser.	Acres.	Price per Lot.	Discount.	Paid Deputy.
13,673	Herbert & Whelan,	85	£12 15 0	....	£3 3 9
13,674	Blanchard, Dossite	57	8 11 0	....	2 2 9
13,675	Robichau, C.	70	10 10 0	...	2 12 6
13,309	Seaton, Thomas	100	15 0 0	....	....

Paid Deputy, £514 8 10: Commission, £25 14 2: Paid Rec. General, £488 14 8.

COUNTY OF KENT.—ROBERT DOUGLAS & JOHN LITTLE, Local Deputies.

13,177	Richard, Stephen	100	£15 0 0	£3 0 0	£12 0 0
13,179	Myers, Joseph	100	15 8 4	3 1 8	12 6 8
13,243	Geddes, Samuel Sr.	60	9 0 0	1 16 0	7 4 0
13,244	M'Phelim, James	100	15 0 0	3 0 0	12 0 0
13,311	Holder, George	100	15 0 0	3 0 0	12 0 0
13,349	Jackson, Robert	100	15 0 0	3 0 0	12 0 0
13,518	Richard, Augustus Sr.	118	17 14 0	3 10 10	14 3 2
13,519	Gallant, Felix	58	8 14 0	1 14 10	6 19 2
13,637	Robisheau, Thadius	200	30 0 0	6 0 0	24 0 0
13,638	Robisheau, Beloni	200	30 0 0	6 0 0	24 0 0
13,676	Cormie, Joseph Jr.	200	30 0 0	6 0 0	24 0 0
13,678	Daigle, Louis	90	13 10 0	2 14 0	10 16 0
13,713	Hughes, Adolphus	16	2 8 0	0 9 7	1 18 5
13,178	Foster, John G.	73	10 19 0	....	2 14 9
13,202	Wilson, Richard	82	12 6 0	....	3 1 6
13,203	Bell, James	100	15 0 0	...	3 15 0
13,254	Robertson, Alex. Jr.	70	10 10 0	....	2 12 6
13,308	Grogan, Joseph	100	15 0 0	....	3 15 0
13,310	Whitmarsh, Frederick	53	7 19 0	....	1 19 9
13,312	Curren, John	100	15 0 0	....	3 15 0
13,520	Daigle, Peter A.	100	15 0 0	....	3 15 0
13,639	Casey, Placide	100	15 0 0	....	3 15 0
13,640	King, L'Amable	50	7 10 0	....	1 17 6
13,677	Robisheau, Thadius	100	15 0 0	....	3 15 0
13,679	M'Quarrie, Alex.	50	7 10 0	....	1 17 6
13,712	Hughes, Adolphus	100	15 0 0	....	3 15 0
13,731	Cormie, Joseph Jr.	100	15 0 0	....	3 15 0

Paid Deputy, £217 10 11: Commission, £10 17 8: Paid Rec. General, £206 13 3.

COUNTY OF KING'S.—S. FAIRWEATHER, N. ARNOLD, & G. C. M'CREADY, L. Deputies.

13,185	Martin, Michael	25	£3 15 0	£0 15 0	£3 0 0
13,211	Whiteside, Henry	300	45 0 0	9 0 0	36 0 0
13,212	Hastings, Aaron	500	75 0 0	15 0 0	60 0 0
13,213	Stymest, George	200	30 0 0	6 0 0	24 0 0
13,214	White, James E.	400	60 0 0	12 0 0	48 0 0
13,338	Law, David	88	13 4 0	2 12 9	10 1 3
13,339	Crookshank, Robt. W.	200	30 0 0	6 0 0	24 0 0
13,340	Reed, Thomas M.	100	15 0 0	3 0 0	12 0 0
13,341	Whiteside, Henry	400	60 0 0	12 0 0	48 0 0
13,511	Ryan, John H.	25	3 15 0	0 15 0	3 0 0
13,512	Ryan, John H.	36	5 8 0	1 1 7	4 6 5
13,622	Moore, Alex.	100	15 0 0	3 0 0	12 0 0
13,623	Keith, William	100	15 0 0	3 0 0	12 0 0

Sales of Crown Land from 1st November 1857, to 31st October 1858.—Continued.

COUNTY OF KING'S.—Continued.

Record.	Purchaser.	Acres.	Price per Lot.	Discount.	Paid Deputy.
13,721	Morris, Miles	190	£28 10 0	£5 14 0	£22 16 0
13,722	Snider, Elias	33	6 3 9	1 4 9	4 19 0
13,723	Forsythe, James	5	1 5 0	0 5 0	1 0 0
13,726	M'Ann, Lewis	43	6 9 0	1 5 9	5 3 3
13,184	Martin, Michael	100	15 0 0	....	3 15 0
13,208	Douglass, James	100	15 0 0	....	3 15 0
13,209	Crawford, Wm. Jr.	100	15 0 0	....	3 15 0
13,210	M'Clelan, Abner R.	100	15 0 0	....	3 15 0
13,262	Purtal, Timothy	100	15 0 0	....	3 15 0
13,263	Keith, Victoria	71	10 13 0	....	2 13 3
13,337	Freeze, John	95	14 5 0	....	3 11 3
13,510	Freeze, Lewis	100	15 0 0	....	3 15 0
13,621	M'Connell, Catherine	98	24 10 0	....	6 2 6
13,624	Cornish, Richard	100	15 0 0	....	3 15 0
13,660	Potts, Joseph	20	3 0 0	....	0 15 0
13,683	Harkins, George	25	6 5 0	....	1 11 3
13,684	Kierstead, Robert W.	50	7 10 0	....	1 17 6
13,685	Patterson, Robert	50	7 10 0	....	1 17 6
13,708	Gordon, Henry	100	15 0 0	....	3 15 0
13,709	Cosman, James T.	100	17 18 4	....	4 9 7
13,724	Webster, William	30	4 10 0	....	1 2 6
13,725	Ruff, Noah E.	70	10 10 0	....	2 12 6
13,727	Goram, Charles S.	100	15 0 0	....	3 15 0
13,728	Knollin, James	100	15 0 0	....	3 15 0
13,729	Good, George L.	100	15 0 0	....	3 15 0
13,730	Good, John	100	15 0 0	....	3 15 0

Paid Deputy, £402 8 9: Commission, £19 12 4: Paid Rec. General, £382 16 5.

COUNTY OF NORTHUMBERLAND,

Hon. JAMES DAVIDSON, C. J. PETERS, WM. PARKER, Local Deputies.

13,200	Mitchell, Peter	100	£15 0 0	£3 0 0	£12 0 0
13,515	Hosford, Benjamin	50	7 10 0	1 10 0	6 0 0
13,517	Murray, Hugh	100	18 15 0	3 15 0	15 0 0
13,710	Hutchison, Richard	140	21 0 0	3 10 0	17 10 0
13,516	Coughlan, Patrick	90	26 5 0	....	6 11 3
13,680	M'Carthy, Richard	105	15 15 0	....	3 18 9

Paid Deputy, £61 0 0: Commission, £3 0 11: Paid Rec. General, £57 19 1.

COUNTY OF QUEEN'S.

13,187	White, Vincent	294	£44 2 0	£8 16 5	£35 5 7
13,189	Fowlie, Milcah	50	7 10 0	1 10 0	6 0 0
13,216	Grady, Thomas	5	0 15 0	0 3 0	0 12 0
13,319	Keys, Thomas	26	3 18 0	0 15 7	3 2 5
13,342	Corey, Jacob	138	20 14 0	4 2 10	16 11 2
13,343	Worden, T. C. (Island)	2	5 0 0	1 0 0	4 0 0
13,347	Briggs, Daniel	27	4 1 0	0 16 2	3 4 10
13,523	Small, John	20	3 0 0	0 12 0	2 8 0
13,687	Murray, David	18	4 10 0	0 18 0	3 12 0
13,696	M'Farlane, Mary J.	6	0 18 0	0 3 7	0 14 5
13,186	Tower, Bedford	92	13 16 0	....	3 9 0

Sales of Crown Land from 1st November 1857, to 31st October 1858.—Continued.

COUNTY OF QUEEN'S.—Continued.

Record.	Purchaser.	Acres.	Price per Lot.	Discount.	Paid Deputy.
13,188	Fowlie, Milcah	100	£15 0 0	....	£3 15 0
13,190	Bonnell, G. & W. Jr.	100	15 0 0	....	3 15 0
13,215	Grady, Thomas	100	15 0 0	....	3 15 0
13,344	Bonnell, Isaac	100	15 0 0	....	3 15 0
13,345	Fowlie, William	75	11 5 0	....	2 16 3
13,346	Briggs, Daniel	100	15 0 0	....	3 15 0
13,355	Smith, Robert	100	15 0 0	....	3 15 0
13,356	Boyd, William	100	15 0 0	....	3 15 0
13,357	Fowler, Nathan D.	100	15 0 0	....	3 15 0
13,358	Leckey, John A.	100	15 0 0	....	3 15 0
13,359	Boyd, Thos. A.	100	15 0 0	....	3 15 0
13,625	Rankin, Robert	100	15 0 0	....	3 15 0
13,626	M'Farling, Foster	100	15 0 0	....	3 15 0
13,661	Wiles, James	100	15 0 0	....	3 15 0
13,662	Pearson, Joseph Jr.	100	15 0 0	....	3 15 0
13,663	Pearson, Matthew J.	100	15 0 0	....	3 15 0
13,664	Clarke, Jesse	100	15 0 0	....	3 15 0
13,669	M'Laughlin, Michael	98	14 14 0	....	3 13 6
13,670	Fullerton, Robert Jr.	65	9 15 0	....	2 8 9
13,671	M'Coilm, Gines	100	17 10 0	....	4 7 6
13,686	Kierstead, Joseph J.	100	15 0 0	....	3 15 0
13,688	Carmichael, James	100	15 0 0	....	3 15 0
13,689	Carmichael, David	100	15 0 0	....	3 15 0
13,690	Patterson, Charlotte	50	7 10 0	....	1 17 6
13,691	Folkin, Charles	100	15 0 0	....	3 15 0
13,692	Carmichael, Alex.	100	15 0 0	....	3 15 0
13,693	Keys, Elizabeth	25	6 5 0	....	1 11 3
13,694	Carmichael, Frederick	100	15 0 0	....	3 15 0
13,695	M'Farlane, Mary J.	100	15 0 0	....	3 15 0
13,714	Patton, James H.	52	7 16 0	....	1 19 0

Paid Deputy, £183 18 2: Commission, £9 3 9: Paid Rec. Gen. £174 14 5.

COUNTY OF RESTIGOUCHE.—DAVID SADLER, Local Deputy.

13,300	Ritchie, Arthur	T. Lot	£55 0 0	£11 0 0	£44 0 0
13,613	Morse, James S.	75	11 5 0	....	2 16 0

Paid Deputy, £27 7 1: Commission, £2 6 10: Paid Rec. Gen. £25 0 3.

COUNTY OF SAINT JOHN.—JOSEPH B. WHIPPLE, Local Deputy.

13,207	Oaks, James	80	£12 0 0	£2 8 0	£9 12 0
13,245	Buchanan, William	136	20 8 0	4 1 7	16 6 5
13,318	M'Cawley, John	8	1 4 0	0 4 9	0 19 3
13,700	Oaks, Michael	100	15 0 0	....	15 0 0
13,196	Grier, Thomas	46	16 18 0	....	1 14 6
13,198	Tracey, William	100	15 0 0	....	3 15 0
13,199	Tracey, James	75	11 5 0	....	2 16 3
13,317	M'Cawley, John	100	15 0 0	....	3 15 0

Paid Deputy, £53 18 5: Commission, £2 13 10: Paid Rec. General, £51 4 7.

Sales of Crown Land from 1st November 1857, to 31st October 1858.—Continued.

COUNTY OF SUNBURY.—Sales at Crown Land Office.

Record.	Purchaser.	Acres.	Price per Lot.	Discount.	Paid Rec. Gen.
13,604	Nutter, William	200	£30 0 0	£5 0 0	£24 0 0
13,602	Nutter, William	100	15 0 0	....	3 15 0
13,603	Nutter, William Jun.	100	15 0 0	....	3 15 0
13,652	Webb, Jeremiah	90	13 10 0	....	3 7 6
13,719	Hart, Francis M.	100	15 0 0	....	3 15 0
					£38 12 6

COUNTY OF VICTORIA.—JAMES R. HARTLEY, Local Deputy.

Record.	Purchaser.	Acres.	Price per Lot.	Discount.	Paid Deputy.
13,221	Hammond, Geo. F.	100	£15 0 0	£3 0 0	£12 0 0
13,266	Rainsford, And. W.	70	10 10 0	2 2 0	8 8 0
13,498	Raymond, Dan. B.	19	4 15 0	0 19 0	3 16 0
13,501	Estey, John H.	100	15 0 0	3 0 0	12 0 0
13,502	Estey, S. H.	100	15 0 0	3 0 0	12 0 0
13,503	Estey, D. N. R.	100	15 0 0	3 0 0	12 0 0
13,513	Fellows, Jas. J.	100	15 0 0	3 0 0	12 0 0
13,514	Do. do.	18	4 10 0	0 18 0	3 12 0
13,499	Raymond, Charles F.	100	15 0 9	....	3 15 0
13,506	Raymond, Charles S.	100	15 0 0	....	3 15 0
13,504	Hartley, George T.	100	15 0 0	....	3 15 0
13,505	Loomer, Louis P.	100	15 0 0	....	3 15 0
13,506	Hartley, James R.	100	15 0 0	....	3 15 0
13,636	Calvert, Edward	100	15 0 0	....	3 15 0
13,698	Rivers, Wm. M.	100	15 0 0	....	3 15 0
13,699	Rivers, Fras. A.	100	15 0 0	....	3 15 0
13,118	Raymond, Dan. B.	1 T. Lot	25 0 0	5 0 0	20 0 0
13,282-3	Cheevers, Ann	1 1/2 do.	45 0 0	9 0 0	R.G. 36 0 0
13,281	Cheevers, Ann	1 do.	50 0 0	....	" 12 10 0
13,697	Raymond, Mary J.	1 do.	15 0 0	....	3 15 0

Paid Deputy, £129 11s.: Commission, £6 9 5: Paid Rec. General, £171 11 7.

COUNTY OF WESTMORLAND.—P. PALMER & SAM'L S. WILMOT, Local Deputies.

Record.	Purchaser.	Acres.	Price per Lot.	Discount.	Paid Deputy.
13,182	M'Naughton, Daniel	102	£15 6 0	£3 1 3	£12 4 9
13,201	Murray, Allan	100	15 0 0	3 0 0	12 0 0
13,256	Heron, Thomas	96	14 8 0	2 17 7	11 10 5
13,257	Seely, Richard	826	123 18 0	24 15 7	99 2 5
13,258	Donoven, Dennis	200	30 0 0	6 0 0	24 0 0
13,307	Campbell, Geo. P. M.	900	135 0 0	27 0 0	108 0 0
13,313	Welling, Frederic	62	9 6 0	1 17 2	7 8 10
13,314	Voture, John	78	11 14 0	2 6 10	9 7 2
13,321	Wilson, Charles	98	14 14 0	2 18 10	11 15 2
13,330	Duggay, Peter	44	6 12 0	1 6 5	5 5 7
13,331	Wilson, Charles	100	15 0 0	3 0 0	12 0 0
13,334	M'Lellan, David	195	29 5 0	5 17 0	23 8 0
13,350	Lockhart, James A.	50	7 10 0	1 10 0	6 0 0
13,351	Jordan, Gilbert	300	45 0 0	9 0 0	36 0 0
13,352	M'Lellan, David	57	8 11 0	1 14 2	6 16 10
13,353	Allward, John F.	84	12 12 0	2 10 5	10 1 7
13,616	Bellevouz, Peter	100	15 0 0	3 0 0	12 0 0
13,617	Budrot, Dominick	100	15 0 0	3 0 0	12 0 0
13,633	Moffat, Robert	3	0 9 0	0 1 10	0 7 2

Sales of Crown Land from 1st November 1857, to 31st October 1858.—Continued.

COUNTY OF WESTMORLAND.—Continued.

Record.	Purchaser.	Acres.	Price per Lot.	Discount.	Paid Deputy.
13,635	Moffat, Nancy	3	£0 9 0	£0 1 10	£0 7 3
13,657	M'Elmon, Albert T. D.	35	5 5 0	1 1 0	4 4 0
13,681	Gould, Lorang	68	10 4 0	2 0 10	8 3 2
13,682	Graves, A. M.	45	6 15 0	1 7 9	5 8 0
13,706	Cain, Alexander	100	15 0 0	3 0 0	12 0 0
13,180	Fitzsimmons, Thomas	97	14 11 0	....	3 12 9
13,181	Lowry, James	100	15 0 0	....	3 15 0
13,204	Allen, Venember	100	15 0 0	....	3 15 0
13,255	Joyce, John	100	15 0 0	....	3 15 0
13,315	Wheaton, William	75	11 5 0	....	2 16 3
13,316	Wheaton, John	100	15 0 0	....	3 15 0
13,322	Wilson, Charles	95	14 5 0	....	3 11 3
13,332	Wilson, James A.	100	15 0 0	....	3 15 0
13,333	Wilkins, James	100	15 0 0	....	3 15 0
13,335	Jones, George	91	13 13 0	....	3 8 3
13,336	Jones, Bradford	91	13 13 0	....	3 8 3
13,627	Thibodeau, John	100	15 0 0	....	3 15 0
13,628	Sirois, John	75	11 5 0	....	2 16 3
13,629	Steeves, Christian	100	15 0 0	....	3 15 0
13,630	Stiles, John W.	100	15 0 0	....	3 15 0
13,631	M'Seltry, Charles	100	15 0 0	....	3 15 0
13,632	Moffat, Robert	100	15 0 0	....	3 15 0
13,634	Moffat, Nancy	100	15 0 0	....	3 15 0
13,653	Porrie, Mark	100	15 0 0	....	3 15 0
13,654	Porrie, Reuben	100	15 0 0	....	3 15 0
13,655	Stewart, William	50	7 10 0	....	1 17 6
13,656	M'Elmon, Albert T. D.	100	15 0 0	....	3 15 0
13,658	Hicks, Hiram	100	15 0 0	....	3 15 0
13,659	Hicks, Gardner	100	15 0 0	....	3 15 0
13,704	Hayward, George	100	15 0 0	....	3 15 0
13,705	M'Elmon, Zeliah	100	15 0 0	....	3 15 0
13,707	Kay, Alexander	100	15 0 0	....	3 15 0
13,720	Bushway, Cassimere	100	15 0 0	....	3 15 0

Paid Deputy, £549 15 10: Commission, £27 10 9: Paid Rec. General, £522 5 1.

COUNTY OF YORK.—Sales at Crown Land Office.

					Paid Rec.
13,117	Wallen, William	120	£18 0 0	£3 12 0	£14 8 0
13,225	Cockburn, Ralph	50	7 10 0	1 10 0	6 0 0
13,226	Hartin, Thomas	28	7 4 8	1 8 11	5 15 9
13,227	Hammond, Rebecca	100	15 0 0	3 0 0	12 0 0
13,241	Brown, Thomas	50	7 10 0	1 10 0	6 0 0
13,272	Temple, Thomas	34	5 2 0	1 0 5	4 1 7
13,273	Ritchie, John	10	1 10 0	0 6 0	1 4 0
13,275	Ross, Charles F.	10	2 2 6	0 8 6	1 14 0
13,278	Jamieson, Hugh, Jr.	47	7 1 0	1 4 2	5 16 10
13,279	Wallen, William	95	14 5 0	2 17 0	11 8 0
13,285	Bubar, John	5	0 15 0	0 3 0	0 12 0
13,295	Grant, Daniel	95	14 5 0	2 17 0	11 8 0
13,296	Do.	400	60 0 0	12 0 0	48 0 0
13,297	Scott, William	80	12 0 0	2 8 0	9 12 0
13,323	Do.	200	30 0 0	6 0 0	24 0 0

Sales of Crown Land from 1st November 1857, to 31st October 1858.—Continued.

COUNTY OF YORK.—Continued.

Record.	Purchaser.	Acres.	Price per Lot.	Discount.	Paid Rec. Gen.
13,324	Harten, William, Sen.	50	£7 10 0	£1 10 0	£6 0 0
13,495	Messer, Walter	5	0 15 0	0 3 0	0 12 0
13,496	Grimmer, John F.	92	13 16 0	2 15 2	11 0 10
13,605	Temple, Thomas	67	10 1 0	2 0 2	8 0 10
13,606	Bank, Central	200	30 0 0	6 0 0	24 0 0
13,607	} Watson, Robert	640	96 0 0	19 4 0	76 16 0
13,608					
13,609					
13,610	Galen, Charles	100	15 0 0	3 0 0	12 0 0
13,611-2	Temple, Thomas	520	78 0 0	15 12 0	62 8 0
13,651	M'Adam, John	300	45 0 0	9 0 0	36 0 0
13,703	Hunter, William	50	7 10 0	1 10 0	6 0 0
13,717-8	Murchie, James	1087	163 1 0	32 12 3	130 8 9
13,320	Herbert, George	63	9 9 0	1 17 9	7 11 3
13,111	Brooks, Dow	100	15 0 0	....	3 15 0
13,112	Brooks, Asa	100	15 0 0	....	3 15 0
13,113	Ryder, John	100	15 0 0	....	3 15 0
13,114	M'Adam, John, Sen.	100	15 0 0	....	3 15 0
13,115	Munro, John	90	13 10 0	....	3 7 6
13,116	Munro, Alex.	80	12 0 0	....	3 0 0
13,191	Estey, Harvey	50	7 10 0	....	1 17 6
13,192	Davidson, Witter	92	13 16 0	....	3 9 0
13,193	Davidson, William	100	15 0 0	....	3 15 0
13,194	Scott, George	93	13 19 0	....	3 9 9
13,195	Ingraham, Joshua	93	13 19 0	....	3 9 9
13,197	Hay, Robert	100	15 0 0	....	3 15 0
13,228	Perkins, David M.	100	15 0 0	....	3 15 0
13,229	Rogers, John	100	15 0 0	....	3 15 0
13,230	Thompson, William	100	15 0 0	....	3 15 0
13,231	Miller, John	100	15 0 0	....	3 15 0
13,232	M'Comb, Samuel	100	15 0 0	....	3 15 0
13,233	West, Millidge	100	15 0 0	....	3 15 0
13,234	Fairweather, Geo. M.	100	15 0 0	....	3 15 0
13,235	Fairweather, Douglas	100	15 0 0	....	3 15 0
13,236	Fairweather, David H.	100	15 0 0	....	2 12 6
13,237	Johnson, John	70	10 10 0	....	1 14 6
13,238	Murray, Richard	46	6 18 0	....	2 12 6
13,239	Thompson, James	70	10 10 0	....	2 11 9
13,240	Hay, Thomas	69	10 7 0	....	7 17 6
13,270	Garden, Edward	60	31 10 0	....	8 2 9
13,271	Phillips, William	93	32 11 0	....	3 15 0
13,273	Ritchie, John	100	15 0 0	....	5 6 3
13,274	Ross, Chas. F.	100	21 5 0	....	2 0 8
13,276	Grant, James F.	50	8 2 6	....	3 17 1
13,277	Johnson, Joseph	100	15 8 4	....	3 15 0
13,284	Bubar, John	100	15 0 0	....	3 15 0
13,286	Adams, Amos	100	15 0 0	....	3 15 0
13,287	Adams, William	100	15 0 0	....	3 15 0
13,288	Adams, John	98	14 14 0	....	3 13 6
13,289	Moody, Thomas	100	15 0 0	....	3 15 0
13,290	Morris, William	100	15 0 0	....	3 15 0
13,291	Bliss, Amos	100	15 0 0	....	3 15 0
13,292	Brooks, Charles	100	15 0 0	....	3 15 0
13,293	Lewis, Jane A.	60	9 0 0	....	2 5 0

Sales of Crown Land from 1st November 1857, to 31st October 1858.—Continued.

COUNTY OF YORK.—Continued.

Record.	Purchaser.	Acres.	Price per Lot.	Discount.	Paid Rec. Gen.
13,294	Messer, Walter	50	£7 10 0	....	£1 17 6
13,298	Wilton, George	100	15 0 0	....	3 15 0
13,299	Michaud, Maxime	100	15 0 0	....	3 15 0
13,325	Grieve, Wm. H.	80	12 0 0	....	3 0 0
13,326	Beckwith, Henry	100	15 0 0	....	3 15 0
13,327	Beckwith, G. A.	100	15 0 0	....	3 15 0
13,493	Wilson, James J.	95	14 5 0	....	3 11 3
13,494	Wilson, Robert Jr.	100	15 0 0	....	3 15 0
13,641	Regan, John	100	15 0 0	....	3 15 0
13,642	Chase, S. H. S.	100	15 0 0	....	3 15 0
13,643	Miller, William	100	15 0 0	....	3 15 0
13,644	Priest, Amos	100	15 0 0	....	3 15 0
13,645	Johnson, Thomas	90	13 10 0	....	3 7 6
13,646	Benk, Arthur R.	100	15 0 0	....	3 15 0
13,647	Smith, Thomas	100	15 0 0	....	3 15 0
13,648	Foley, Nelson	100	15 0 0	....	3 15 0
13,649	Arnold, Robert	100	15 0 0	....	3 15 0
13,650	Godfrey, Patrick	90	13 10 0	....	3 7 6
13,701	Lister, George	100	15 0 0	....	3 15 0
13,702	Lister, James	100	15 0 0	....	3 15 0
13,715	Fox, Mark F.	100	15 0 0	....	3 15 0
13,716	Cockburn, William	50	7 10 0	....	1 17 6

R. GOWAN, *Accountant.*

Paid Rec. Gen. £767 11 7

RETURN OF CROWN LAND SALES

Under the Act 12 Vic. cap. 4, (previous to the adoption of the new Regulations,) where the Purchasers have paid in Money instead of Labour, between 1st November 1857, and 30th August 1858.

Record.	Purchaser.	Acres.	Price per Lot.	Discount.	Paid Rec. Gen.
13,348	Chandler, E. B. Jr.	100	£15 0 0	£3 0 0	£12 0 0
13,497	Carroll, J. W.	100	15 0 0	3 0 0	12 0 0
13,280	Hartin, Oliver	100	15 0 0	...	3 15 0

R. GOWAN, *Accountant.*

Paid Rec. Gen. £27 15 0

General Abstract and Summary of Land Sales between 1st November 1857, and 31st October 1858, both inclusive.

For payment down, 19,318 Acres, @ 3s. ....	....	£2,897 14 0
100	3s. 1d.	15 8 4
100	3s. 4d.	16 13 4
133	3s. 9d.	24 18 9
10	4s. 3d.	2 2 6
12	4s. 9d.	2 17 0
70	5s.	17 10 0
28	5s. 2d.	7 4 8
2	50s.	5 0 0
<hr/>	19,773	<hr/>
		£2,989 8 7
		<i>Carried forward,</i>

				<i>Brought forward,</i>	....	....	....	£2,989	8	7
For Instalments,	19,152 Acres @	3s.	....	....	£2,872	16	0			
	100	3s. 1d.	....	....	15	8	4			
	50	3s. 3d.	....	....	8	2	6			
	100	3s. 6d.	....	....	17	10	0			
	100	3s. 7d.	....	....	17	18	4			
	100	4s. 3d.	....	....	21	5	0			
	200	4s. 8d.	....	....	46	13	4			
	100	4s. 9d.	....	....	23	15	0			
	148	5s.	....	....	37	0	0			
	90	5s. 10d.	....	....	26	5	0			
	93	7s.	....	....	32	11	0			
	60	10s. 6d.	....	....	31	10	0			
	20,293							3,150	14	6
								£6,140	3	1
For Payment down,	1 Town Lot, at	£55,	£55	0	0					
	½ do.	£40,	20	0	0					
	2 do.	£25,	50	0	0					
					£125	0	0			
For Instalments,	1 do.	£50,	£50	0	0					
	1 do.	£15,	15	0	0					
					65	0	0			
								190	0	0
								£6,330	3	1

Average rate per acre, 3s. 0½d. currency.

R. GOWAN, Accountant.

Distribution of Amounts paid and due, and Offsets allowed, &c.

Amount paid the Receiver General,	..	...	...	...	£119	18	7	£3,145	6	7
Commission to Local Deputies,	...	...	...	...	618	18	11			
Discount for payment down,						738	17	6
Lost by robbery of Post Office, Fredericton,	...	...	...	£19	9	2				
Offset payment at former period for Miss Wartle, in Gloucester, credited to John White, Record 13,301,	...	...	...	8	15	0				
Offset payment in August 1832, by John Kinney in Carleton, credited to Robert Kerr, Record 13,220,	...	...	...	5	19	0				
Offset Stumpage on Logs formerly paid Rec. General, credited to Oliver Hartin, Record 13,280,	...	...	...	11	5	0				
								45	8	2		
Instalments payable in future years, viz.—												
Albert,	...	...	...	...	£22	10	0			
Carleton,	...	...	...	...	67	10	0			
Charlotte,	...	...	...	...	28	13	9			
Gloucester,	...	...	...	...	375	13	9			
Kent,	...	...	...	...	132	10	6			
King's,	...	...	...	...	214	18	6			
Northumberland,	...	...	...	...	31	10	0			
Queen's,	...	...	...	...	325	3	3			
Restigouche,	...	...	...	...	8	8	9			
Saint John,	...	...	...	...	36	2	3			
Sunbury,	...	...	...	...	43	17	6			
Victoria,	...	...	...	...	138	15	0			
Westmorland,	...	...	...	...	300	16	6			
York,	...	...	...	...	674	1	1			
								2,400	10	10		
								£6,330	3	1		

RETURN OF SUMS PAID THE RECEIVER GENERAL

Between 1st November 1857, and 31st October 1858, on account of Instalments on Land sold at former periods.

Record.	Name.	Instalments Paid.	Paid to the Local Deputy.	Paid to the Rec. General.
927	Fleming, William	Balance,	....	£9 10 0
4,108	Duffy, Patrick	Whole amount,	....	8 2 6
4,552	Sharp, John	2nd, 3rd and 4th,	....	6 19 6
4,998	Dooling, Hugh	2nd, 3rd and 4th,	£5 12 6	
5,295	Collins, John A.	2nd, 3rd and 4th,	....	11 5 0
5,525	Stevens, Elisha	2nd, 3rd and 4th,	....	11 5 0
5,558	Campbell, Daniel	2nd, 3rd and 4th,	....	11 5 0
5,820	Armstrong, Thomas	3rd,	3 15 0	
5,821	Armstrong, Robert	4th,	3 16 6	
7,006	Savoy, Samuel	2nd, 3rd and 4th,	11 5 0	
7,350	Carroll, Patrick	On account,	0 16 3	
7,686	Gosling, Hugh James	2nd, 3rd and 4th,	11 5 0	
7,691	Dunfield, John W.	2nd, 3rd and 4th,	11 5 0	
7,745	Curless, Oliver	2nd, 3rd and 4th,	11 5 0	
7,817	Hartin, Thomas	2nd,	....	3 15 0
8,637	Phillips, Thomas Sen.	2nd,	3 15 0	
9,326	Bennett, John	2nd, 3rd and 4th,	54 7 6	
9,331	Locker, John	2nd, 3rd and 4th,	6 19 6	
9,348	Craig, John	3rd and 4th,	7 10 0	
9,452	Owens, Sarah	2nd, 3rd and 4th,	5 3 6	
9,575	Kinnear, John H.	2nd, 3rd and 4th,	11 5 0	
9,609	Curless, Oliver	2nd, 3rd and 4th,	11 5 0	
9,613	Curless, Charles	2nd, 3rd and 4th,	18 0 0	
9,783	Eaton, Edward	2nd,	3 15 0	
9,869	Murphy, Thomas	4th,	3 15 0	
10,002	Gallagher, James	4th,	3 15 0	
10,812	May, Thomas	3rd and 4th,	5 5 0	
10,816	White, Julian	3rd,	3 15 0	
10,998	Stratton, John	3rd and 4th,	7 10 0	
11,108	O'Neill, John	2nd and 3rd,	7 10 0	
11,150	White, Philip	2nd, 3rd and 4th,	11 5 0	
11,224	Tingley, Jesse	2nd, 3rd and 4th,	11 5 0	
11,302	Lutes, James T.	4th,	3 15 0	
11,351	White, Hypolite	4th,	1 17 6	
11,447	Savoy, Jeremiah	2nd and 3rd,	3 15 0	
11,748	Murray, William	2nd, 3rd and 4th,	10 9 3	
11,749	Taylor, William J.	2nd, 3rd and 4th,	38 15 0	
11,751	Murray, John	2nd, 3rd and 4th,	5 12 6	
11,772	White, John	4th,	2 5 0	
11,861	Hamilton, William	2nd, 3rd and 4th,	22 10 0	
11,896	Brown, James	3rd,	3 15 0	
11,900	Brown, John D.	3rd,	3 15 0	
12,098	Savoy, Amateur,	3rd,	3 15 0	
12,186	Baird, George	2nd,	3 15 0	
12,224	Richard, Reuben	3rd,	1 17 6	
12,337	Savoy, Louis	2nd,	2 16 3	
12,338	Savoy, Oliver	2nd,	2 16 3	
12,347	Terrio, Placide	2nd,	3 15 0	
12,360	Robichaux, Edward	2nd,	3 15 0	
12,849	White, L'Amble	2nd, 3rd and 4th,	5 12 6	
12,892	Mahood, Samuel	2nd,	1 6 3	
12,895	Robishaw, Peter	2nd,	3 15 0	
12,896	Bushwa, Andrew	2nd,	3 15 0	
12,899	Johnson, James	2nd,	3 17 1	

Instalments on Land sold at former periods.—Continued.

Record.	Name.	Instalments Paid.	Paid to the Local Deputy.	Paid to the Rec. General.
13,055	Arseneau, Peter	Balance,	....	£3 4 9
13,073	Beattie, James	2nd, 3rd and 4th,	....	11 5 0
13,080	Hoyt, William	2nd,	....	2 11 0
13,125	Lantain, E. M.	2nd,	£1 17 6	
13,133	Lumsden, William	2nd,	1 17 6	
13,360	Potts, Joseph	On account,	0 5 0	
9,071	Perry, Charles S.	Bal. on Labour Pet.	....	1 9 0
11,610	Coughlan, John	Do.	....	2 12 0
				£83 3 9
Paid Deputy, £375 7 1: Commission, £18 15 3: Paid Rec. General,				356 11 10
R. GOWAN, <i>Accountant.</i>				<u>£439 15 7</u>

ABSTRACT AND RECAPITULATION

Of Receipts between 1st November 1857, and 31st October 1858, on account of Land.

Nature of Receipt.	Amount.
For Sales made within the above period,	£3,145 6 7
Instalments on former Sales,	£435 14 7
Balances on Labour Petitions,	4 1 0
439 15 7	
Legislative Grants for sundries to pay for Land, per Warrant,	£94 2 0
Deduct for D. Craig, transferred to Indian Fund,	37 10 0
56 12 0	
Total for Land,	<u>£3,641 14 2</u>

R. GOWAN, *Accountant.*JAMES BROWN, *Sur. Gen.***RETURN OF CONTINGENT RECEIPTS**

From 1st November 1857 to 31st October 1858, both inclusive.

DUTIES ON MINERALS.

For whom.	Nature of Payment.	Amount.
Berton, Wm. J.	Coals from Leases O, 2 & 4, to 31st Oct. 1857,	£30 15 0
Duffy, P. & J.	Do. Lease 35, to 31st October 1857,	99 10 9
Maynard, John	Do. Lease 10, do. do.	12 3 0
		<u>£142 8 9</u>

WILD MEADOWS AND GRASS.

For whom.	Nature of Payment.	Amount.
Deputy Little,	Nett sales of Wild Meadows in Kent, 1857,	£0 7 6
Nason, Thomas	Wild Meadows, York and Sunbury, 1858,	0 5 0
Deputy Jas. Davidson,	Nett sales of Wild Meadows in Gloucester } and Northumberland, 1858,	0 10 10
" Parker,	Do. do. in Northumberland, 1858,	1 6 6
" Little,	Do. do. in Kent, "	1 12 9
" Curran,	Do. do. in Charlotte, "	0 13 6
Total,		<u>£4 16 1</u>

Contingent Receipts from 1st November 1857 to 31st October 1858.—Continued.

SURVEYS OF LAND SOLD.

For whom.	County.	Quantity and Rate.	Paid Local Dep.	Paid Rec. Gen.
Brooks, Dow	York,	1 Lot at 16s. 8d.	....	£0 16 8
Brooks, Asa	do.	1 " 16s. 8d.	....	0 16 8
Ryder, John	do.	1 " 16s. 8d.	....	0 16 8
M'Adam, John, Jr.	do.	1 " 16s. 8d.	....	0 16 8
Davidson, Witter	do.	1 " 15s. 4d.	....	0 15 4
Davidson, William	do.	1 " 16s. 8d.	....	0 16 8
Scott, George	do.	1 " 15s. 6d.	....	0 15 6
Ingraham, Joshua	do.	1 " 15s. 6d.	....	0 15 6
Johnson, John	do.	1 " 11s. 8d.	....	0 11 8
Murray, Richard	do.	1 " 7s. 8d.	....	0 7 8
Thompson, James	do.	1 " 11s. 8d.	....	0 11 8
Hay, Thomas	do.	1 " 11s. 6d.	....	0 11 6
Geddes, Sam., Sen.	Kent,	1 " 16s.	0 16 0	
M'Phelim, James	do.	1 " 16s.	0 16 0	
Adams, Amos	York,	1 " 16s. 8d.	....	0 16 8
Adams, William	do.	1 " 16s. 8d.	....	0 16 8
Adams, John	do.	1 " 16s. 4d.	....	0 16 4
Moody, Thomas	do.	1 " 16s. 8d.	....	0 16 8
Morris, William	do.	1 " 16s. 8d.	....	0 16 8
Bliss, Amos	do.	1 " 16s. 8d.	....	0 16 8
Brooks, Charles	do.	1 " 16s. 8d.	....	0 16 8
Jonah, Joshua	Albert,	Bal. (Labour Pur.)	....	1 3 9
Campbell, G. P. M.	Westmorland,	9 Lots at 10s.	4 10 0	
Beckwith, Henry	York,	1 Lot at 16s. 8d.	....	0 16 8
Beckwith, G. A.	do.	1 " 16s. 8d.	....	0 16 8
Boyd, Thomas A.	Queen's,	1 " 10s.	0 10 0	
Fellows, Jas. J.	Victoria,	1 " 16s. 8d.	0 16 8	
M'Farling, Foster	Queen's,	1 " 10s.	0 10 0	
Wiles, James	do.	1 " 10s.	0 10 0	
Pearson, Joseph, Jr.	do.	1 " 10s.	0 10 0	
Pearson, Matthew, Jr.	do.	1 " 10s.	0 10 0	

Paid Deputy, £9 8 8: Commission, 9s. 4d.: Paid Rec. General, £17 5 7
8 19 4

Total, £26 4 11

Abstract and Recapitulation of Contingent Receipts.

Duties on Coal, &c.	£142 8 9
Wild Grass and Meadows,	4 16 1
Surveys of Land formerly made by the Crown,	26 4 11
Total,	£173 9 9

R. GOWAN, Accountant.

JAMES BROWN, Sur. Gen.

General Abstract and Summary of Receipts by Casual Revenue through the Crown Land Office, between 1st November 1857, and 31st October 1858, both inclusive.

Mileage on Timber Berths, 1st Nov. '57, to 1st May '58,	£224	9	0	
Do. 1st May '58, to 31st Oct. '58,	1,992	6	0	
Mileage on Applications for Sale in November 1858,	4	0	0	
Do. Mill Reserves,	216	0	0	
Fines on unlicenced Timber and Lumber,	33	1	2	
Mileage on Timber Lease,	12	0	0	
				£2,481 7 2
Land Sales between 1st Nov. 1857, and 31st Oct. 1858,	£3,145	6	7	
Instalments on Land formerly sold,	435	14	7	
Payments on Labour Sales,	4	1	0	
Warrants for Legislative Grants for Land Sales, (nett,)	56	12	0	
				3,641 14 2
Duties on Coals, &c.	£142	8	9	
Wild Meadows,	4	16	1	
Surveys of Land,	26	4	11	
				173 9 9
				£6,296 11 1
Paid to Thomas C. Lee, Receiver General, ...	£5,531	18	3	
Do. Beverley Robinson, do.	239	1	7	
Do. Thomas R. Robertson, Deputy Rec. General,	525	11	3	
				£6,296 11 1

R. GOWAN, Accountant.

JAMES BROWN, Sur. Gen.

Amount due for Land sold on Credit to the 31st day of October, 1858.

For Lands Granted on the security of Bonds,	£4,057	2	7
Do. Ungranted,	22,818	19	10
Total,	£26,876	2	5

R. GOWAN, Accountant.

JAMES BROWN, Sur. Gen.

RETURN OF LANDS

Granted on Bonds, &c. to 31st October 1858, on which Balances are yet due.

NAME OF DEBTOR.	PARISH, &c.	When granted.	Acres.	Amount due. (Principal.)
CARLETON.				
Akerley, Wm. N.	Canterbury, Eel River,	1836	300	£57 3 9
Buttler, John	Coldstream,	1830	200	15 0 0
Breen, John	Northampton,	1836	116	17 8 0
Corbett, Matthew	Williamston,	1831	400	37 10 0
Crandlemire, Wm.	Becaguimec,	1836	100	15 0 0
M'Gee, Michael	Northampton,	1835	120	31 17 6
Nicholson, Arthur	Pres'ile,	1836	220	24 15 0
Partelow, Thos. T.	Williamston,	"	295	67 5 4
				£265 19 7
CHARLOTTE.				
Eaton, George	Pocologan,	1836	200	£75 12 6
Garcelon, Isaac	Saint Andrews,	"	3	15 0 9
Hart, George H.	Saint Andrews Road,	"	50	11 5 0
Knight, Joshua	Pennfield, Bay Shore,	"	200	45 0 0
Lovall, James	St. James,	1835	112	8 7 0
Messinett, John E.	Pennfield,	1836	200	30 0 0
Mahood, William	St. George,	"	300	37 2 6
M'Donald, Paul	Pennfield,	1835	500	65 12 6
Do.	New River,	1836	290	87 18 1

Balances due on Granted Lands.—Continued.

NAME OF DEBTOR.	PARISH, &c.	When granted:	Aeres.	Amount due. (Principal.)
McDonald, Paul	New River,	1836	100	£37 16 3
Pratt, Joseph	Magaguadavic,	"	300	68 8 9
Seelye, Henry	Lake Utopia,	1835	2,800	315 0 0
Todd, Freeman H.	Oak Hill Grant,	1838	200	20 0 0
GLOUCESTER.				£817 3 4
Collins, Timothy	New Bandon,	1837	65	£6 1 10
Curo, John	Belledune,	"	80	7 10 0
Daily, Joseph	New Bandon,	"	100	9 7 6
Eddy, William Jr.	do.	"	100	9 7 6
Eady, William	do.	"	100	9 7 6
Good, William	do.	"	60	5 12 6
Murphy, Jeremiah	do.	"	127	11 18 1
Mahony, Thomas	do.	"	138	12 18 9
Parle, John	Belledune,	"	80	7 10 0
Salter, James	New Bandon,	1835	200	10 0 0
KING'S.				£89 13 8
Kelsoe, Thomas	Sussex,	1836	200	£37 10 0
Parlee, Abraham	do.	1837	100	7 10 0
Stewart, Alexander	Springfield,	1835	300	7 10 0
Sproule, James	Smith's Creek,	1836	100	1 8 0
NORTHUMBERLAND				£53 18 0
Coughlan, Thomas	S. W. Miramichi,	1836	100	£15 4 2
Caie, Hugh A.	Napan Road,	"	100	15 0 0
Carroll, Matthew	Barnaby's River,	"	150	16 17 6
Donovan, John	Renous River,	"	89	8 18 0
Dunn, William	Barnaby's River,	"	110	2 15 0
Flynn, John	S. W. Miramichi,	"	50	11 5 0
Lockwood, Anthony	Ludlow,	"	180	33 15 0
Maddox, Patrick	Renous River,	"	140	14 0 0
Ryan, Phillip	Newcastle,	1835	200	17 10 0
Ryan, Patrick	Barnaby's River,	1837	200	26 5 0
Story, Joseph	S. W. Miramichi,	1836	100	10 0 0
Tobin, James	Ludlow,	1835	100	5 0 0
Underhill, Thomas W.	S. W. Miramichi,	1836	172	38 14 0
QUEEN'S.				£215 3 8
Burns, John Wilson	Canning,	1835	100	£8 15 0
Berton, George F. S.	Wickham,	1836	475	108 7 2
Clarke, George	Cumberland Bay,	"	80	5 14 0
M'Kim, Robert	Gagetown Road,	"	200	5 0 0
M'Kim, George	do.	"	200	5 0 0
RESTIGOUCHE.				£132 16 2
Beckwith, John A.	Dalhousie Town Plat,	1836	T. Lots,	£58 10 0
SAINT JOHN.				
Millican, James	Salmon River,	1836	1,000	£225 0 0
Nelson, Edward	Brandy Point,	"	200	10 0 0
Robinson, Daniel E.	Musquash,	"	200	75 12 6
Do.	Salmon River,	"	1,000	225 0 0
Robinson, George D.	do.	"	1,000	225 0 0
Ruel, John G.	Portland,	"	39	7 6 3
SUNBURY.				£767 18 9
Crawford, Thomas	Greenfield,	1836	200	£26 5 0
VICTORIA.				
Brown, Robert	Andover,	1835	200	£17 10 0
Everett, John	do.	1836	200	20 0 0
Ruel, John G.	do.	"	290	51 11 8
Do.	Restook,	"	140	26 5 0
				£115 6 3

Balances due on Granted Lands.—Continued.

NAME OF DEBTOR.	PARISH, &c.	When granted.	Acres.	Amount due. (Principal.)
WESTMORLAND.				
Haslett, James	Butternut Ridge,	1836	100	£18 15 0
Killam, William B.	Salisbury,	"	250	21 17 6
Maddison, Robert	Mountain Settlement,	"	166	8 6 6
Trites, George	do.	"	166	8 6 6
Trites, Abraham	do.	"	166	8 6 6
				£65 10 6
YORK.				
Bird, Samuel J.	Cardigan,	1830	200	£5 0 0
Boyd, James	do.	1835	200	31 6 0
Cameron, James	Saint Mary's, Portage R.	1836	100	10 0 0
Davidson, John	Dumfries,	"	500	112 10 0
Meek, John	Cardigan,	1832	100	3 15 0
Kirk, William	do.	"	100	13 0 0
Melvin, John	Tay Creek,	1837	200	33 4 5
Turner, William	Penniack,	"	100	15 0 0
				£223 15 5
CARLETON.				
Dubois, James	Coldstream Association,	1843	50	£7 10 0
Page, James	Presqu'ile do.	"	50	0 15 0
				£8 5 0
KING'S & ALBERT.				
Armstrong, Bartholomew	Mechanics Association,	1843	50	£8 2 6
Bell, Benjamin	do.	"	50	8 2 6
Betts, Azor W. T.	do.	"	50	8 2 6
Crookshank, R. W. Jr.	do.	"	50	8 2 6
Campbell, Henry	do.	"	50	8 2 6
Collins, David	do.	"	50	8 2 6
Crawford, George	do.	"	50	8 2 6
Davie, James	do.	"	50	8 2 6
Dowling, Benjamin	do.	"	50	3 11 0
Dowling, William	do.	"	50	3 11 0
Fenwick, Ezekiel	do.	"	50	8 2 6
Furnass, Thomas J.	do.	"	31	5 0 9
Furnass, Thomas	do.	"	50	8 2 6
Furnass, John	do.	"	50	8 2 6
Hall, William H.	do.	"	50	8 2 6
Hanna, Robert	do.	"	50	8 2 6
Jones, Daniel Sr.	do.	"	50	4 12 0
Jones, Daniel Jr.	do.	"	50	8 2 6
Jones, Asa	do.	"	50	8 2 6
Johnston, Isaac	do.	"	50	8 2 6
Johnston, Thomas	do.	"	50	8 2 6
Johnston, Benjamin	do.	"	50	8 2 6
Kehoe, Philip	do.	"	50	8 2 6
Letch, John	do.	"	50	8 2 6
Millar, Thomas	do.	"	50	4 2 0
Millar, William	do.	"	50	4 2 0
Matthewson, Thomas	do.	"	50	8 2 6
Matthewson, James	do.	"	50	8 2 6
M'Cawley, James	do.	"	50	8 2 6
M'Cawley, William	do.	"	50	8 2 6
M'Cawley, William Jr.	do.	"	50	8 2 6
Peacock, James	do.	"	50	8 2 6
Peacock, George	do.	"	50	8 2 6
Sullivan, James	do.	"	50	8 2 6
Sullivan, Dennis	do.	"	50	8 2 6
Sullivan, James	do.	"	50	8 2 6
Sullivan, Johnston	do.	"	50	8 2 6
Storm, John	do.	"	50	8 2 6
Storm, David	do.	"	50	8 2 6
Storm, James	do.	"	50	8 2 6
Taylor, William	do.	"	50	1 11 9
White, Samuel	do.	"	50	8 2 6
Watt, William	do.	"	50	8 2 6
				£319 0 6

Balances due on Granted Lands.—Continued.

NAME OF DEBTOR.	PARISH, &c.	When granted.	Acre.	Amount due. (Principal.)
KING'S & ST. JOHN.				
Black, William A.	Londonderry Association,	1843	50	£8 2 6
Black, Andrew C.	do.	"	50	8 2 6
Crawford, Francis	do.	"	50	8 2 6
Cummins, Michael	do.	"	50	8 2 6
Corwill, Anthony	do.	"	50	8 2 6
Cosgrove, James	do.	"	50	8 2 6
Drummond, Samuel Jr.	do.	"	50	8 2 6
Drummond, W. J.	do.	"	50	8 2 6
Drummond, Samuel	do.	"	50	8 2 6
Duizell, William	do.	"	50	8 2 6
Farrell, Patrick	do.	"	50	8 2 6
Fegan, Arthur	do.	"	50	8 2 6
Fenwick, Thomas	do.	"	50	7 10 0
Glynn, Morris	do.	"	50	8 2 6
Gallagher, John	do.	"	50	8 2 6
Gallagher, Daniel	do.	"	50	8 2 6
Gallagher, Patrick	do.	"	50	8 2 6
Hunter, William	do.	"	50	8 2 6
Hunter, John J.	do.	"	50	8 2 6
Hunter, Robert	do.	"	50	8 2 6
Hunter, John Sr.	do.	"	50	8 2 6
Hagerty, Robert	do.	"	50	8 2 6
Hagerty, William J.	do.	"	50	8 2 6
Halpin, John	do.	"	50	8 2 6
Kelly, Edward	do.	"	50	8 2 6
Lowry, William S.	do.	"	50	8 2 6
Mullins, Michael	do.	"	50	8 2 6
M-Pherson, Hugh	do.	"	50	8 2 6
M-Donald, Thomas	do.	"	50	8 2 6
M-Girr, Michael	do.	"	50	8 2 6
M-Elwie, John	do.	"	50	8 2 6
M-Nulty, Michael	do.	"	50	8 2 6
M-Manus, Patrick	do.	"	50	8 2 6
Nixon, John	do.	"	50	7 10 0
Oaks, Henry	do.	"	50	4 11 6
Phair, Edward	do.	"	50	8 2 6
Sleep, Samuel	do.	"	50	7 10 0
Turnbull, John	do.	"	50	7 10 0
Burke, James	Mount Theobald Association,	"	50	7 10 0
Crear, John	do.	"	50	8 2 6
Crimmins, Timothy	do.	"	50	7 10 0
Hayes, Robert	do.	"	50	8 2 6
Hayes, Edward	do.	"	50	8 2 6
James, Humphrey	do.	"	50	8 2 6
Keohan, James	do.	"	50	8 2 6
Keenan, James	do.	"	50	8 2 6
Mullin, Patrick	do.	"	50	8 2 6
M-Nulty, Daniel	do.	"	50	8 2 6
M-Coy, James	do.	"	50	8 2 6
M-Grath, William	do.	"	50	8 2 6
O'Sullivan, John	do.	"	50	8 2 6
O'Donnell, John	do.	"	50	8 2 6
O'Farrell, William	do.	"	50	8 2 6
O'Regan, Michael	do.	"	50	7 10 0
Pryor, John	do.	"	50	8 2 6
Reynolds, Edward	do.	1844	50	8 2 6
Reynolds, Bernard	do.	"	50	8 2 6
Reynolds, Thomas	do.	"	50	8 2 6
Reynolds, Charles	do.	1843	50	8 2 6
Sheehan, James	do.	"	50	8 2 6
Short, Henry	do.	"	50	8 2 6
Sullivan, Dennis	do.	"	50	7 10 0
Tooney, Thomas	do.	"	50	8 2 6
				£200 12 6

Balances due on Granted Lands.—Continued.

NAME OF DEBTOR.	PARISH, &c.	When granted.	Acres.	Amount due. (Principal.)
SUNBURY.				
Barry, James	Carlow Association,	1813	50	£7 10 0
Brannan, Peter	do.	"	50	7 10 0
Canney, James	do.	"	50	7 10 0
Donnelly, Daniel	do.	"	50	7 10 0
Doran, Thomas,	do.	"	50	7 10 0
Gaughan, Patrick	do.	"	50	8 2 6
Gorman, Patrick	do.	"	50	7 10 0
Hoggins, Thomas	do.	"	50	7 10 0
Hallay, Thomas	do.	"	50	7 10 0
Kelly, Patrick	do.	"	50	7 10 0
Meagher, John	do.	"	50	7 10 0
M'Laughlin, Thomas	do.	"	50	7 10 0
M'Laughlan, Daniel	do.	"	50	8 2 6
Norman, John	do.	"	50	7 10 0
Rowan, John	do.	"	50	7 10 0
Butters, Thomas	Nerepis Road Association,	"	50	8 2 6
Doyle, Patrick	do.	"	50	8 2 6
Durant, William	do.	"	50	8 2 6
Durant, Lewis W.	do.	"	50	8 2 6
Gillan, William	do.	"	50	8 2 6
Holman, Samuel	do.	"	50	8 2 6
Hogan, John J.	do.	"	50	8 2 6
Holman, James	do.	"	50	8 2 6
Hogan, Washington	do.	"	50	8 2 6
Patterson, David	do.	"	50	8 2 6
				£195 0 0
YORK.				
Moody, Robert	Acton, (Beckwith Grant,)	1843	50	£7 10 0
M'Laughlin, Andrew	do.	"	50	2 10 9
Savage, Daniel	do.	"	50	7 10 0
Wilkins, John	do.	"	50	8 2 6
Donohoe, John	Cork, (Teetotal Association.)	"	50	3 4 6
Berry, Thomas	Woodstock Road Association,	"	50	8 2 6
Baldwin, Thomas	do.	"	50	8 2 6
Black, William	do.	"	50	8 2 6
Boyd, George	do.	"	50	8 2 6
Corker, Philip J.	do.	"	50	8 2 6
Farrell, Michael	do.	"	50	8 2 6
Godfrey, John	do.	"	50	8 2 6
Harper, William	do.	"	50	8 2 6
Hill, Samuel	do.	"	50	8 2 6
Lyon, David	do.	"	50	8 2 6
Magee, Charles	do.	"	50	8 2 6
Morrison, Jeremiah	do.	"	50	8 2 6
Mingo, George	do.	"	50	8 2 6
Manser, David	do.	"	50	8 2 6
M'Gee, Richard	do.	"	50	8 2 6
Nesbitt, John	do.	"	50	8 2 6
Nesbitt, Allan,	do.	"	50	8 2 6
Nicholson, John	do.	"	50	8 2 6
Porter, Jacob	do.	"	50	8 2 6
Scullion, Thomas	do.	"	50	8 2 6
Shaw, Robert	do.	"	50	8 2 6
				£170 12 6

Total amount due on Lands granted on Bonds, &c. £4,057 2 7.

R. GOWAN, Accountant.

JAMES BROWN, Sur. Gen.

PUBLIC WORKS.

REPORT OF THE CHIEF COMMISSIONER OF PUBLIC WORKS, FOR THE YEAR 1858.

OFFICE OF BOARD OF WORKS,
Fredericton, February, 1859.

To His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

In accordance with the provisions of the Act 18 Vic. cap. 7, sec. 2, establishing a Board of Works in this Province, and requiring the Chief Commissioner to make an annual "Report to the Governor in Council of all the Great Roads, and any other Provincial Work upon which Public Money has been expended;" the undersigned has the honor to submit this General Report for the year 1858, to which are appended the following Statements:—

No. 1.—Statement shewing the amount paid on Government Buildings in Fredericton, from 1st November 1857, to 31st October 1858.

No. 2.—Statement shewing the amount paid for improving the Inland Navigation during the year.

No. 3.—Statement shewing the amount paid on Great Bridges.

No. 4.—Statement of General Expenditure on the Great Roads.

No. 5.—Statement shewing the amount paid for Special Expenditures on the Great Roads.

No. 6.—Schedule of Warrants on the Provincial Treasury, received by the Board of Works.

No. 7.—Statement shewing the total amount of Payments and Receipts by the Board of Works, for the year ending October 31st, 1858.

No. 8.—Statement of amounts over or under-expended by the Supervisors on the 31st October 1858.

No. 9.—List of New Bridges built during the year, with the principal dimensions, materials, and cost of each.

GREAT ROADS AND BRIDGES.

During the last Session of the Legislature, the Road leading from the Bridge over the South West Branch of the Miramichi River to the Mouth of the Gaspereaux River, at the Head of the Grand Lake, in the County of Queen's, was added to the list of Great Roads. There are therefore now forty three lines of Road, extending sixteen hundred and fifty six miles.

The amount expended the past year for the maintenance and support of this branch of the public service has been £18,214 14 3. Of this sum, £7,949 18 11 was paid on account of special Bridge Contracts, to which reference was made in last year's Report. Of the remainder, over £1,600 has been expended in the erection of smaller and less important Bridges, and nearly £1,000 in the improvement and upholding of Bridges that required repairs, leaving the sum of £7,665, which has been laid out in renewing Culverts and such-repairs and improvements on the various lines of Road as their state and condition appeared most to require.

Applications

Applications were made to the House of Assembly during the last Session of the Legislature for the establishment of seventeen new lines of Great Road, which were referred to this Department for the Chief Commissioner's Report.

During the recess the Board have, by personal inspection, and from other sources within their reach, obtained such information with regard to the extent, general direction, and condition of these Roads, as will, they trust, enable the Legislature to judge of their importance and the practicability of placing them on the Great Road establishment.

In order more fully to accomplish this object, a Map of the Province has been prepared, on which all the present Great Roads, as well as the proposed lines, are laid down.

A separate and particular description of these proposed lines will be found in another part of this Report, lettered from A. to Q. inclusive.

No. 1.—*From Saint John to Nova Scotia Line.—132 Miles.*

This has always been a difficult and expensive Road to maintain in an efficient state of repair, owing to the heavy traffic continually passing over it, and to the numerous large and costly Bridges crossing the Rivers and Streams along the line. During the past year an exceptional and unusual wear has been imposed upon certain parts from the operations of the Contractors for the construction of the Railway, and it has been impossible to keep the Road in its ordinary state of repair where those works have temporarily disturbed and interfered with the line of Road. The European and North American Railway runs for ninety four miles parallel to the Road, the whole of which distance is under contract and being busily prosecuted, and although the first nine miles of the line is now open, and its operations in relieving the Road from some of the heavy traffic is beginning to be felt, yet the progress of the Railway works further on have thrown an unusual amount of tramping over the whole length. As further sections of the Railway are opened, this source of injury will be removed, and as the line will probably be completed to Hampton in a few months, the travel and traffic on this portion of the line during the next season will be very much reduced, and a less sum per annum will maintain the turnpike in a good and efficient condition than is necessary at present.

A number of Bridges have been repaired on this line during the past season, and five small ones have been renewed, the largest of which, over Cleveland's Brook in Upper Sussex, has a total length, including approaches, of 350 feet. It has one span of 40 feet, is erected on hacmatack piles, has only 18 feet in length of plank flooring, and cost £95.

There are two Bridges that will require renewing the next season, and in addition to these the Aboideau over Aulac in the Parish of Sackville, will require special attention. This Aboideau has heretofore been erected and maintained at the joint expense of the Province and the marsh-owners of the District. It is now worn away and broken off on the lower side, till the causeway on the top is too narrow for teams to pass each other; and unless renewed or repaired, will in a very short time become entirely impassable.

No. 2.—*From Saint John to Saint Andrews.—66 Miles.*

Between Saint John and Lepreau, 26 miles, a considerable number of small Bridges and Culverts have been renewed during the past season principally with cedar. The Bridge over Anderson's Brook has been repaired, and new stringers and covering furnished at a cost of £12. The approach to the Bridge near the Church at Musquash has been widened; several other parts of the line repaired and improved, and both Road and Bridges in this part of the line are now in good travelling condition.

From Lepreau to Saint Andrews 40 miles, the road is flat and in some places considerably worn. It requires draining, and the turnpike otherwise improving. The Bridges are all of them in fair condition except one, which must be rebuilt next season.

No. 3.—*From Bend of Petitcodiac to Shediac.—15 Miles.*

The heavy traffic and travel that formerly passed over this Road, has since the opening of the Railway very much diminished. The Road is therefore subject to much

much less wear and injury than it formerly was, and will not require as great an amount of expenditure to keep it in repair.

The approaches to the Bridge at Bateman's Mill Pond have been improved at a cost of £23 15s. Several culverts have been renewed, and other repairs made on the Road during the past season.

No. 4.—From Dorchester to Shediac.—16 Miles.

The travel on this line of Road has material increased since the opening of the Railway, and that part of it near the Station was found in the fore part of the past season to be very much cut up and out of repair. Improvements have since been made, and portions of the turnpike have been covered with broken stones and gravel.

Repairs have also been made on the Bridges, and that over Landry's Brook has been renewed.

No. 5.—From Shediac to Richibucto.—36 Miles.

No new Bridges have been erected on this line during the past year. Some trifling repairs have been made on those over Cocagne, Little Buctouche, and Weldon's Creek; and a small sum has been expended in raising and laying down a portion of the Richibucto Bridge, to allow two new Vessels to pass through.

The principal improvement in the Road has been in clearing out the old ditches, gravelling and improving the turnpike, and repairing culverts and small Bridges.

Nine hundred and thirty three rods of turnpike have been made and improved at a cost of £62 8 4, or about 1s. 3d. per rod; and eleven hundred and sixty rods have been gravelled at a cost of £87 6s., or about 1s. 6d. per rod.

The materials of which the Cocagne, Little Buctouche, and Big Buctouche Bridges were built were principally hemlock and spruce, descriptions of wood of short duration when not constantly submerged in water; the parts of these Bridges therefore above high water are beginning to decay, and will consequently require more or less attention and expense every year until they are renewed by structures of a more durable character.

The channel abutment in the Cocagne Bridge has settled several feet, and a small supporting block also, on the lower side of it, is too low. Both of these require raising; and, in addition, the planking and railing of the Bridge must be partially renewed.

The covering and railing of Little and Big Buctouche will require a small expenditure to render them passable safe.

The Bridge over Weldon's Creek is the oldest on the line, but with a small amount of repairs will be safe for one or two years longer.

No. 6.—From Richibucto to Chatham.—40 Miles.

This Road is now in very good condition. During the year the turnpiking has been renewed for a distance of five hundred and ninety seven rods, at a total expense of £81 7 9, and seven hundred and four rods have been gravelled at a cost of £73 6s. A large portion of the line passes over a light sandy soil, and when once turnpiked and gravelled its maintenance will be inconsiderable. All the Bridges appear to be in good condition, and will probably require but little, if any, expenditure during the ensuing season.

Between this Road and the continuation of the route northwards, a Steam Ferry Boat plies over the Miramichi River. Considerable improvement has been made in the approaches to the Landings on both sides of the River, and on the north side the block from the shore has been extended into deep water, ballasted, and protected from the ice.

No. 7.—From Miramichi to Pokemouche.—62 Miles.

Three new Bridges have been erected on this line during the past season, viz:—

- 1.—Steward's Brook, 200 feet in length, and cost £176 9 9.
- 2.—Burnt Church River, 140 feet in length, and cost £71 14s.
- 3.—M'Leod's Brook, 60 feet in length, and cost £8 10s.

These three Bridges were built of cedar logs, and all the flooring, except 38 feet in No. 2, is made of cedar poles covered with gravel, and although the total length of the

three Bridges is 400 feet, the planked portion is only 38 feet. Two other large Bridges and several smaller ones have received repairs during the season, the cost of which amounted to £30 2 9.

The principal part of the sum appropriated to this line of Road has been absorbed in the erection and repairs of the foregoing Bridges, leaving only a small sum for the general improvement of the Road. Two hundred and thirty nine rods of turnpike have been made at a cost of £34 1 5, and one hundred and seventy four rods have been gravelled at a cost of £7 7 6.

The Bridge over the River De Cache, 90 feet in length, is old and requires renewing, the expense of which will be about £40. The hand-railing on the new Bridge over the Tabusintac has not yet been put on; and as this is a good substantial structure, of durable material, and well built, but not entirely safe in its present condition, it should be completed with the necessary hand-rail as soon as possible.

No. 8.—*From Bathurst to Pokemouche.*—51 Miles.

This is a long line of Road, and was at the date of last year's Report inferior in condition to most of the Roads in the Northern Counties. More improvement has however been made on it during the past season than in any previous year. Three thousand and twenty nine rods have been turnpiked and a considerable portion gravelled, a large proportion of which was done at the exceedingly low price of 7d. per rod.

Three new Bridges have been erected, viz:—Sweeney's Brook, 210 feet in length, built of cedar logs, floored over with poles of the same material, and covered with gravel at a cost of £162 10s.; Ellis's Brook, 257 feet long, built of the same description of material and in a similar manner to that over Sweeney's Brook, at a cost of £103 12 6; and John Ellis's Brook, a small Bridge 20 feet long, cost £8.

There are several other Bridges on this line that will shortly require renewing, amongst which are those over Teague's Brook, Grand Aunce Brook, Big Pokeshaw, and the River Waugh.

The principal expense on this line the coming season will be the erection of Caraquet Ferry Bridge. This Ferry has long been a source of great difficulty and expense to the inhabitants of that section of the Province, particularly at low water. Arrangements have been made for the erection of a Bridge at this place, to be completed by the first day of October next. It will be 1,500 feet long, 20 feet wide, and 12 feet high; to be built of cedar blocks, with a pine superstructure, and to be floored over the entire length with cedar poles not less than ten inches diameter at the small end, and covered over with gravel; the Contractor to furnish all the materials and complete the work for the sum of £1,300.

No. 9.—*From Bathurst to Belledune.*—23 Miles.

This line of Road has been maintained during the season in its usual good condition. The Bathurst Basin Bridge has been repaired by renewing several of the stringers and other parts of the work, at a cost of £59 1 9; its general appearance is therefore quite as good as it was last year. In view of making a large expenditure in building the Caraquet Ferry Bridge, it has been thought advisable to postpone the erection of a new Bridge at this place at the present time.

Elm Tree Bridge requires new covering and some other repairs, which will cost about £70.

No. 10.—*From Belledune to Metis.*—62 Miles.

This line of Road has been considerably improved during the past year, and thirteen hundred and eighty one rods have been gravelled at a cost of £126 4 4, or an average of nearly 1s. 2d. per rod. Several culverts have been rebuilt, and other improvements and renewals made along the whole line.

No new Bridges have been erected, but those over Jacquet River, Eel River, Garden's Brook, and Nash's Creek, have all received more or less repairs, amounting in the whole to £47 6s. In consequence of the erection of a dam immediately below the Bridge over Lousin's Brook, it became necessary to raise and ballast the Bridge, and the same has accordingly been done, improving the approaches to it on both sides, which before were steep and in winter sometimes dangerous.

The upper end of the line, from Dalhousie to its termination on the Restigouche River above Campbellton, is a newer Road, and was, till lately, inferior to the lower part from Belledune to Dalhousie; but during the year this upper part has received more attention, and much of it has been gravelled with excellent ballast. In no part of the Province is there a better supply of materials for Roads and Bridges than in the County of Restigouche, and with large and sound cedar for the Bridges and culverts, and an abundant supply of excellent gravel along the whole length of the Road, a few years of care and attention has brought this line to a very satisfactory condition, and in a short time a moderate sum will keep it in admirable repair.

The worst feature on the Road is the Eel River Bridge, which has been complained of for some time; but, excepting the covering, it does not appear to be in a worse condition than last year.

No. 11.—*From Newcastle to Bathurst.—50 Miles.*

From Newcastle to Tabusintac, a distance of about 21 miles, a new Bridge has been erected over Grey Stone Brook, built chiefly with gravel with a stone culvert; this Bridge is 210 feet long, and cost £97 5s. Materials have also been provided for a new Bridge over the Bartibog Stream, at a cost of £120.

Two hundred and seventy two rods of turnpiking have been renewed at a cost of £23 12 6, or an average of about 1s. 9d. per rod, and one hundred and eighty one rods have been gravelled at a cost of £25 6s.

From Tabusintac to Bathurst, a distance of about 29 miles, the Road has been very much improved the past season. Two thousand eight hundred and eighty rods of this distance have been turnpiked at a cost of £87, or about 7½d. per rod, and nine hundred and sixty rods have been gravelled.

The Bridge over Little Bass River, and Lord and Foy's Brook, have both been repaired at a cost of £17 15s.

No. 12.—*From Fredericton to Newcastle.—102 Miles.*

Between Fredericton and Boiestown, 39 miles, no new Bridges have been built during the year, and only two have required repairs. A portion of the turnpike near the Fredericton Ferry Landing, was found last Spring to be in a very bad condition. Twenty nine rods of this have been thoroughly improved by filling the centre of the Road 10 feet in width and 18 inches deep, with stones, and covering the whole with gravel. About three miles of the turnpike have been renewed at a cost varying from 3d. to 1s. 10d. per rod; and such other repairs and improvements have been made as most required attention. The rebuilding of a Bridge over Garden's Creek has recently been let by Contract to Mr. M'Alon, to be completed the coming Spring.

Between Boiestown and Newcastle, a distance of 63 miles, two new Bridges have been built, both of them of cedar covered with gravel. One of these over Brown's Brook, 70 feet long, cost £64; and the other over Doak's Mill Stream, 14 feet long, was completed for £4 13s. Besides these, fifteen Bridges have been more or less repaired, at a total cost of £216 12s., the principal portion of the repairs on most of them being in the planked covering. In some instances cedar logs and gravel have been substituted for more perishable materials, and in other cases the spruce planking has been renewed.

The truss work of the Renous Bridge, 150 feet span, reported unsafe last year, has been strengthened by the introduction of strong arch braces footed into the abutments, and bolted to the lattice truss under the top chords, where a straining beam on each side connects the arch bracing, and carries the centre weight of the Bridge. This has been an expensive work, costing altogether £160; but the truss in its late condition was fast falling more and more out of line, and must soon have come down altogether. It is now straightened and strengthened, and is probably stronger and better than it has ever been before.

Besides the Bridges, seven hundred and eighty three rods have been turnpiked and forty gravelled, at a total cost of £56 15 10. Two bad places have been dug out and thoroughly repaired, some small hills have been cut down, and a variety of repairs and improvements made at a total cost of £127 5 8.

The erection of a new Bridge at Boiestown has recently been let by contract, to consist entirely of cedar covered with gravel; and besides this, two or three Bridges will require to be covered anew next season; and some repairs may be necessary to the large covered Bridge over the South West Miramichi, the breakwater and shear of one abutment requiring partial renewal.

No. 13.—*From Fredericton to Saint John.—66 Miles.*

Considerable improvement has been made on this line of Road during the present season, and much of the turnpike has been renewed and gravelled.

Five small Bridges have been built new, three of them with hemlock abutments and hacmatac top, and two of cedar throughout. Several of the remaining Bridges have been repaired; the one over Conley's Brook has had new covering, railing, &c. at a cost of £19 11 9; that over Hatfield's mill pond new railing, &c. and cost £15. The damage done to the new Bridge at Oromocto last Fall by the Steamer Transit, has been thoroughly repaired and is now in good condition.

The Bridges over Nerepis and Brizzley Stream will require repairing, and those over Queen's and Nase's Brook will probably require renewing the coming season.

No. 14.—*From Fredericton to Woodstock.—63 Miles.*

The three new Bridges contracted for in January last, have all been finished. The one over Long's Creek, the largest and most expensive of the three, is 243 feet in length and 26 feet in height from the bed of the Stream, is erected on two shore abutments and one centre block built of hewn cedar timber and filled solid with stone. The centre block has a down stream heater or ice breaker, and each shore abutment has a preventive wing on the lower side to break the force and lessen the effect of the ice which rushes into the mouth of the Creek from the River Saint John every Spring. The superstructure is made of good merchantable pine timber, and is well and thoroughly finished. The new Bridge has been raised six feet higher than the old one. This additional height was considered necessary in consequence of former Bridges having been repeatedly either carried away or seriously injured by the extremely high rise of water that occasionally takes place. The total cost of this Bridge was £644.

The one over Negro Brook was finished early in the season, is 50 feet long and 18 feet high, is built of large cedar logs and covered with cedar poles and gravel. It is a substantial and durable structure and will probably stand fifty years. The total cost was £45.

The one over Dow's Brook, 130 feet long and 16 feet high, has also been finished during the season, but is not so good a structure as either of the last mentioned. It is built on two shore abutments and cedar frame bents, floored over with cedar poles and covered with gravel. The contract price for this erection was £194.

These three Bridges have been built of the most durable material that could be procured, and notwithstanding this, their united cost is believed to be less in amount than is usually paid for Bridges of similar dimensions, erected of materials that would not last one fourth the time.

The total length of these Bridges is 423 feet, whilst the plank flooring is only 140 feet.

There are still a considerable number of old and partially decayed Bridges on this line which require a large sum every year to render them passably safe. Seven have been repaired the past summer at an expense of £75, and arrangements are in progress for the rebuilding of three others.

The Road is in fair travelling condition with the exception of about five miles through the Shogamock woods between Sullivan Creek and Tupper's. The turnpike along this distance requires raising and gravelling and the sides of the Road skirted. About £20 was expended on this distance this Summer in filling up holes and repairing the worst places, but it would require about £150 to put this part of the line in a good condition for travel.

No. 15.—*From Woodstock to River De Chute.—40 Miles.*

During the season three new Bridges have been built all of cedar, over Rideout's Brook, at Widow Shaw's, and Easty Brook, respectively 110, 90, and 22 feet long, at a total cost of £49 8s. The length of planking is only 54 feet altogether, and as this

is the only part of these Bridges likely to require renewal for a number of years, the policy of reducing, as far as possible, the length planked, is evident. Nearly all the Bridges have been more or less repaired, principally in the covering, at a total cost of £91 3 5, and are generally in good condition. Besides these, several culverts have been built, and the Road has been wharfed up on the River side, where the bank was washing away. The expenditure for the year has been entirely on these works, the Road being generally in fair travelling condition. The Road is subject to slides; both of the hills into the Road, and the latter into the River; and considerable wharfing, especially in the neighbourhood of the Guisquet, will be necessary to prevent this.

No. 16.—From River DeChute to Grand Falls.—33 Miles.

This line of Road has been considerably improved during the past season; three hundred and seventy five rods of turnpike have been renewed at a cost of £45, or about 2s. 3d. per rod; one hundred rods have been gravelled at a cost of £15, or about 3s. per rod, and about fifty rods have been wharfed and otherwise improved.

The Bridge over Brayson's Creek has been rebuilt with cedar, floored over with poles of the same material and covered with gravel. This Bridge is 80 feet in length, and cost £60.

The Bridge over Little River, Clemno's Flat, and the Arestook River, have all received more or less repairs.

None of the Bridges on this line are expected to require either repairing or rebuilding during the next year.

No. 17.—From Grand Falls to Canadian Boundary.—50 Miles.

A large part of the amount appropriated to this line of Road the past season, has been required for the erection and repairs of Bridges. Those over Sigas and Durepeau Streams have been built new, and six others repaired. The Sigas Bridge is 168 feet in length, entirely of cedar and pine, and cost £200.

The Durepeau Stream Bridge was also built of cedar and pine, is 70 feet in length, and cost £27. The united length of flooring on these two Bridges is only 60 feet.

The Bridge over Rockway's Stream has been repaired at a cost of £20, and five others, including the old Quisibus, have been repaired at a cost of £53 10s.

A small part of the turnpike has been improved, and about 120 rods gravelled. Several of the culverts have been renewed, and other repairs made along the line.

No. 18.—From Little Falls to Saint Francis.—32 Miles.

This Road extends from Edmundston, or Little Falls, up the left bank of the River Saint John, to the outlet of the River Saint Francis. A considerable amount of the expenditure on this line of Road the past season has been made in the erection and repairs of Bridges. Three new ones have been built, mostly of cedar, at a cost of £41. Those over Little River, Crock and Pickard's Brooks, were repaired. Portions of the turnpike have been renewed and gravelled, several of the hills cut down and improved, two new culverts have been built and several repaired, and such other improvements made along the line as most required attention.

No. 19.—From Grand Falls to American Boundary.—3 Miles.

The expenditure on this line of Road during the past season, has been confined to improving the turnpike and cutting down the hills.

The Bridges are in good condition, have not received any expenditure, and are not likely to require any during the next season.

No. 20.—From Pickard's Store to the American Boundary.—5 Miles.

This Road has been considerably improved during the past season; the repairs have been chiefly in turnpiking and graveling. Three hundred and thirty six rods of turnpike have been made new at a cost of £23 1 9, or at about 1s. 4d. per rod; and one hundred and eight rods have been gravelled at a cost of £30 7 6, or about 5s. 6d. per rod.

One small Bridge, of cedar and gravel, has been built over Murphy's Gully, at a cost of £14.

No. 21.—*From Buttermilk Creek to American Line.—9 Miles.*

This Road, though short, is yearly becoming of more importance, and now forms the outlet for a large portion of the newly settled parts of the State of Maine. Leaving the River Saint John at Buttermilk Creek, it forms for four miles a part of the back line of Road from Woodstock, through Jacksontown and Williamstown, to the Great Road at Buttermilk Creek, the new Road being generally a more level line than in the front, and the continuation of this Road beyond the American Boundary intersects a third Road from Houlton parallel with the other two. All these three Roads are densely settled, and the outlet being the River Saint John, the travelling on this line is tolerably heavy. During the year a great deal of work has been done on the Road, two hills have been cut down, some rockwork removed, turnpiking and gravelling done, and culverts built, at a total cost of £106 8 9.

No. 22.—*From Woodstock to Houlton.—11 Miles.*

This line has for a number of years past been increasing in the amount of travel upon it, and forms now one of the busiest Roads for its length in the Province. The completion of the New Brunswick and Canada Railway on the 1st of September to Howard Settlement, has tended still further to increase this, and when the railroad is opened further to its intersection with this Road, it will be an important communication between the north and south of the State of Maine, as well as having a local traffic between the River Saint John and the United States. There are no Bridges on the Road of any importance, and the expenditure the last year has been principally in improving the turnpike, and in making and repairing crossings and culverts. The general condition of the Road is good, the nature of the ground not unfavourable for road-making, and the expense of its maintenance will not probably be very heavy.

No. 23.—*From Fredericton to Saint Andrews.—78 Miles.*

The two Bridges on this line mentioned in the Report of last year, viz: over Digdeguash and Johnston's Cove, are both completed, and have been some time since opened for public use. There is a long approach to the eastern abutment of the Digdeguash, which was not included in the contract for the erection of the Bridge; and which, built partly of wood and partly of earth, is old, and will soon require renewing. Another small Bridge has been rebuilt during the season, of cedar and gravel, at a cost of £7.

The Bridges over Jones' and Tanner's Brooks have been repaired; the former, by replacing the covering and one stringer, and the latter by renewing four of the stringers.

Considerable repairs have also been made on different parts of the Road. Eight hundred and twenty five rods of turnpike have been renewed, two hundred and thirty two rods have been gravelled, and a large number of culverts and crossings have been rebuilt and repaired.

All the large and important Bridges on this line are now in good condition, and most of them new.

No. 24.—*From Waweig to Saint Stephen.—9 Miles.*

This is a short line of Road near the Town of Saint Stephen, in the County of Charlotte. No new Bridge has been built upon it during the past season, and only one has required some trifling repairs. The expenditure for the year has been principally in improving the turnpike, filling ruts and holes, removing stones, and repairing drains and culverts. The general state of the line is very good, and as the foundation and materials are excellent, the cost of maintenance will not be heavy during the ensuing season.

No. 25.—*From Roix to Oak Bay.—16 Miles.*

The principal Bridge on the line, that over the Digdeguash, was reported last year as being out of order at the west end, and during the season this has been repaired. Fifteen hundred and seventy rods of turnpike have been made at a cost of £61 17s., and other repairs and improvements have been effected during the past season in removing rocks, rebuilding culverts and small bridges, gravelling, &c. to the extent of £24 14s. The traffic upon the Road is increasing, and the Saint Andrews Railway intersects it at a point that will probably become a busy and important depot.

No. 26.—*From Oak Bay to Eel River.—74 Miles.*

The opening and improving of this line has been carried forward simultaneously for a number of years from each end. It has been pretty well turnpiked from Oak Bay onward for a distance of 16 miles, and over this part the travelling is good. About eight miles farther it is very indifferent, and thence seven miles more, to the Little Digdeguash, barely passable on wheels. The greater part of the whole distance from Oak Bay, about 31 miles, is either rocky or miry, but generally very free from hills. This portion has been much improved by the expenditure of the last grant in turnpiking, draining, removing rocks, filling ruts, replacing cross-drains, &c. There are few Bridges on this part of the line, and most of them small. They are all in good condition except the one over the Little Digdeguash, the most expensive on the line, the approaches of which are unfinished. The improvements on the northern end of this Road have not been equal to those on the other, and there is yet a long distance impassable for wheeled carriages north of the Little Digdeguash; and the part of this end which has been opened, has been badly cut up by heavy carting. From the scarcity of good materials, the rocky and swampy character of the ground, and the weight of the traffic over both its ends, this Road is one of the most difficult to construct and expensive to maintain that we have in the whole Province.

No. 27.—*From Dead Water Brook to Saint Stephen.—17 Miles.*

No new Bridges have been erected on this Road the past season, two have received repairs, that over Smith's Mill Stream has been re-covered with sided cedar timber, at an expense of £10, and the one over Richardson's Stream has had four of the stringers replaced by new ones, and the Bridge has been otherwise repaired with stone and gravel.

Five hundred and forty two rods of this line have been turnpiked and a considerable portion gravelled during the season, the cost of turnpiking varying from 1d. to 4s. per rod, and the gravelling from 1s. 1d. to 3s. per rod. Four new culverts have been made and several old ones repaired, besides other improvements.

The Bridge at Upton's Brook is the only objectionable structure on the line, and will very soon require renewing.

No. 28.—*From Lower Trout Brook to the Town of Magaguadavic.—38 Miles.*

This Road is yet in an incomplete state, the greater part of the money the last year has been expended on the upper end of the Road, which before was barely passable, so that there is now a fair waggon way for 8 miles down, which is as far as the settlement at present extends in that direction. Five hundred and two rods have been grubbed at a cost of £19 4s., and six hundred and nine turnpiked for £77 6 9. No new Bridges have been built, but trifling repairs have been put upon all during the season to keep them in condition. The principal one on the line, the Young Bridge, is not in a satisfactory state of repair, and next season it is proposed to put upon it new stringers and planking. The lower part of the Road near the Town of Magaguadavic is much travelled, and is in good condition.

No. 29.—*From Salisbury to Harvey.—44 Miles.*

From Salisbury to Hopewell Court House the distance is about 29 miles. On this portion of the line the Bridge over M'Ray's Creek has been renewed. It is erected on two shore abutments, with a span of 22 feet; the abutments are built of spruce timber under the tide-way, and hachmatac above high water; its total length is 139 feet, 22 of which has plank flooring. The duration of this Bridge may be relied on for at least thirty years, with the exception of the plank flooring; its cost was £85, exclusive of approaches. The Road between Turtle Creek and Salisbury has been considerably improved; three hundred and twenty rods have been turnpiked at a cost of £30, and six hundred and forty rods have been gravelled at a cost of £40, or 1s. 3d. per rod.

From Hopewell Court House to Harvey the Road is in very good condition. Several small Bridges and crossways have been renewed during the past Summer, and such other repairs made along the line as required attention. The Bridge over Saw Mill Creek has had some slight repairs and will probably require renewing the coming season.

No. 30.—*From Isaac Derry's to Point Wolf.—25 Miles.*

The expenditure on this Road the past season has been made in turnpiking, gravelling, and other necessary repairs along the line. No new Bridges have been erected, and no expense incurred in repairing old ones. The Bridge over Salmon Creek, 70 feet in length, will require renewing the coming season, and will cost about £25.

The Road from Salmon River to Point Wolf is new, unfinished, almost impassable in places, and a large amount of expenditure is yet required to make it available for ordinary travel.

No. 31.—*From Saint John to Crooked Creek in the County of Albert.—73 Miles.*

From Crooked Creek to New Ireland Settlement, a distance of about four miles, the Road passes up a continuous hill nearly the whole distance. The land is rough and stony but the material is good for road-making. From the top of the rising ground through the new Ireland Settlement to Dornon's, at the mouth of the Elgin Road, a distance of about 10 miles, the turnpike is in good order, and material still favorable. Between Dornon's and John M'Manus', at the King's County Line, a distance of about eight miles, the Road continues to be in fair condition; and in this distance of over 22 miles there is no Bridges of any size except the one over Crooked Creek, built last year; besides this there are two of smaller size over the head of Salmon River, near Dornon's, and over Cleveland Brook, which would cost each about £25.

From John M'Manus', a distance of about five miles, the Road is bad nearly the whole way, and to put this portion of the line in fair travelling condition would probably cost 3s. per rod, or about £250. In this distance the Road crosses the heads or sources of the Pollet and Point Wolf Rivers, within a short distance of each other, flowing in directly opposite directions, the one emptying into the Petitcodiac River, in the County of Westmorland, and the other flowing into the Bay of Fundy, in the County of Albert. The Bridges across these Streams are quite small and appear to be in fair condition.

From Michael M'Manus' to M'Laughlan's is about two and a half miles, one mile of which was made new this year, the remainder of this distance is almost impassable, and will cost about £150 to make it sufficiently good for travelling. A considerable improvement can be made by a deviation in the line in this distance, which should be effected before any further expenditure is incurred.

From M'Laughlan's to the Sussex Road, a distance of about 20 miles, the Road passes over a rough and hilly country, but is in a better condition than the part between King's County Line and Michael M'Manus'. There are two Bridges in the distance, one over Big Salmon River, and the other over Hammond River, both of which are in good condition.

From the Sussex Road to the Quaco Road, the country is hilly and rough. The Road has not been well laid out, and with the exception of about two and a half miles on the Saint John end of the line, which is well made and gravelled, the rest is in poor condition.

No. 32.—*From Saint John to Quaco.—30 Miles.*

Three small Bridges have been built along this line of Road since the last Report, at a cost of £40, and seven others have been repaired at an expense of £11 14 6. The principal outlay has been at the Saint John end of the line, where a considerable improvement has been effected near Tisdale's Farm. The ditches have been dug out, the side drains deepened, and the turnpike raised with brush, stone and gravel, for about half the distance from the Rev. J. Disbrow's Cottage to the Marsh Bridge, at a total cost of £231. The remainder of this section should be completed next year in the same style, after which this end of the route will be a most superior Road, and for a length of time be easily kept in good condition.

No. 33.—*From Hampton to Belleisle.—9 Miles.*

Application was made to the Legislature last Session to have the route of this line of Road changed, particulars of which will be seen in the Report on proposed lines of Great Road, marked F.

During the past season the usual repairs have been made on this Road by renewing culverts and improving the worst places along the line.

No. 34.—*From Scribner's to Belleisle.—25 Miles.*

On this line of Road one small Bridge over Pickett's Mill Stream has been rebuilt, and the one over Yandall's Brook raised and otherwise repaired, the cost of which was £58 8s.

A small portion of the Road has been turnpiked and gravelled, and some of the small crossways have been rebuilt during the past season.

There are two Bridges that will require raising next season, and several culverts should be renewed. The general state of the Road is inferior, the drainage is defective, and considerable outlay would be necessary to bring it up to a thoroughly efficient condition.

No. 35.—*From Nerepis to Gagelown.—23 Miles.*

This line of Road is in fair travelling condition, considerable improvement having been made during the past season. Five hundred and eighty three rods have been turnpiked and gravelled at a cost of £66 10s., and two hundred and ninety two rods of turnpike have been renewed at a cost of £15 4 6.

Four small Bridges have been repaired principally by renewing the planking and stringers, at a cost of £13 10s., and such other repairs were made along the line as were necessary.

No. 36.—*From Fredericton to Jemseg.—30 Miles.*

No new Bridges have been erected this season, but five of the old ones have undergone repairs at an expense of about £43. The principal outlay on the Road has been incurred in opening out and widening that part of it near Easty Creek, and in making arrangements for protecting the banks along the River side in that vicinity.

The Road was found last Spring to have been very severely damaged by the freshet; the track was washed away for a considerable distance, and travelling entirely stopped along the old Road.

A survey was subsequently made with a view, if found practicable, to take the Road round the head of Easty Creek, leaving the River at Mr. Cowperthwaite's upper line, and coming out at Enoch Lunt's Farm. After thoroughly investigating the whole matter, an arrangement was entered into with the land-owners along the line to have the Road widened out two rods along the Bank of the River without charge, with the understanding that the Banks should be piled, brushed and ballasted with stone at the joint expense of the Government and the proprietors. This arrangement is in course of being carried out.

No. 37.—*From Jemseg to Finger Board.—29 Miles.*

The Bridge expenditure on this line during the past season has been confined to the erection of a new structure at the Head of Belleisle. This Bridge was erected under special superintendence of the Board, and was finished and opened for public use early in the past Autumn, a particular description of which will be found in another part of this Report.

The improvements on the Road has been made principally in turnpiking, graveling, and renewing culverts.

From returns made by the officer in charge of the Road, four hundred and eighty rods of turnpike has been made at a cost of £22 10s., or about 11d. per rod; sixty eight rods have been gravelled at a cost of £12 3 3, or about 1s. 6d. per rod; and 32 culverts have been built at a cost of £28 18 2.

Two small Bridges on this line are old and require rebuilding, one over Sherwood's Mill Stream and the other over Blair's Brook, and arrangements are in progress for their erection; their united cost will be about £50. When these structures are completed, all the Bridges on this line will be in good condition.

No. 38.—*From Cole's Island to Cape Tormentine.—40 Miles.*

The Bridge over Sunken Island referred to in last year's Report, has been renewed during the past year, and Gaspereaux River Bridge has been repaired. The Bridges on this Road are all, therefore, now in good condition.

The necessary repairs have been made on the Road by renewing portions of the turnpike, graveling, and improving such parts as most required attention.

No. 39.—*From Fredericton to Kent County Line.—56 Miles.*

From Barker's Landing to the Carlow Settlement Road, this line is in a very fair travelling condition. Beyond that point to Little River the Road is flat, undrained, worn into ruts and holes, and generally in very inferior condition. There are but few hills on this portion of the route, the land being flat and wet, and not well adapted for cultivation. From Little River to the Kent County line some considerable improvements have been lately effected, the Road has been remodelled, and a portion made new this year on very favorable terms. The whole of the district is flat and level, but not unfavorable for road-making. The Road is now open for travelling to within three miles of the Kent County line.

No new Bridges have been erected during the year, and the repairs have amounted to only a small sum, the greater part of the grant having been judiciously expended in opening up for travel the further portion of the line. Altogether, one thousand and seventy rods have been turnpiked, at a cost of £70 6 1, and five new culverts have been built. The Bridges, though generally of an inferior description of material and design, are all in good order, and the outlay upon them next year will probably be inconsiderable.

No. 40.—*From Kent County Line to Richibucto.—44 Miles.*

Considerable improvement has been made on this Road during the past season; about a thousand rods of the turnpike have been remade, and one hundred and twenty gravelled, the cost of which averaged about 2s. per rod for the turnpiking, and 1s. per rod for the gravelling.

Two Bridges have been rebuilt during the year, one of which over the Gaspereaux, is two hundred and thirty feet long, and cost £43 15s.; the other over Big Cove, is one hundred and seventy five feet long, and cost £36. Besides these, several culverts and cross-water drains have been renewed, and other repairs and improvements made along the line. The Bridge over Watson's Brook, which is old and nearly worn out, has been repaired, but will probably soon require to be rebuilt.

A great portion of this Road is still unfinished, and from Hudson's Brook to the Kent County Line it is almost in its wilderness state.

No. 41.—*From Tilley's Landing to Little River.—12 Miles.*

The first half mile of this Road, which was scarcely two rods wide, very inconvenient, and sometimes impassable, has been altered and much improved. From this point towards the thoroughfare between the two Lakes, the low piece of ground has been crosslaid with large hemlock logs, covered with a coating of clay, and well gravelled. The sum of £100 has been expended there during the season, and £100 more will be required to finish the improvement in the same style. From the thoroughfare onward, the Road is generally in a good condition, though an alteration in one place is requisite to straighten the line and avoid some steep and dangerous hills. Several of the Bridges are out of order, and the one between the two Lakes, which is a considerable length, and the principal one on the line, requires a new covering. About £5 for temporary repairs was expended upon it during the past year, to keep it in safe and passable condition.

No. 42.—*From Sussex Vale to Upham.—12 Miles.*

The expenditure on this line of Road during the past season has been confined principally to making and renewing turnpike and repairing and replacing culverts. About seven hundred rods have been thus improved at an average cost of 1s. 9d. per rod. No outlay has been occasioned by the Bridges, nor is it probable that any of them will require to be rebuilt next season. Those over M'Monagle's and Spear's Streams will have to be covered anew, and some further trifling repairs may be necessary to the extent of about £10.

No. 43.—*From South West Bridge to Gaspereaux River.—26 Miles.*

This line was only placed on the Great Road establishment last year, and is entirely new; it commences at Doak's Bridge, on the South West Miramichi, and extends to Mushrall's Brook, a distance of six miles; thence to Cain's River, a distance of four miles;

miles; thence to the termination of the Road, near the mouth of the Gaspereaux River, a further distance of sixteen miles. This Road passes through an unsettled country nearly the whole way; about two thirds of the distance the land is good and suitable for settlement, and the remaining third inferior.

It crosses in its course five considerable Streams, viz:—Mushrall's Brook, Cain's River, Ten Mile Brook, Gaspereaux River, and Pleasant Brook. The estimated expense of erecting Bridges over these Streams, is as follows:—

Mushrall's Brook,	....	....	....	....	£20
Cain's River,	....	....	....	....	300
Ten Mile Brook,	....	....	....	....	60
Gaspereaux River,	....	....	....	....	300
Pleasant Brook,	....	....	....	....	20
					£700

A survey and location of this Road was made in October last, by William Parker and Isaac C. Burpee, Esquires, and reported on by them, a copy of which Report will be found in the Appendix.

This Road, when opened through, will afford a new summer route from Newcastle and Chatham to Saint John, avoiding the tedious portage to Fredericton, and connecting with Steamboats on the Grand Lake.

The preceding lines of Road will require for the present year the erection of 33 new Bridges, and repairs to a large number of others, the estimated expense of which is £6,180.

The necessary repairs and improvements to the different Roads, including small Bridges, Culverts, &c., are estimated at £7,825, making the total sum required for the Great Road service the coming season, £14,005.

The above is exclusive of liabilities and balances due on Special Bridge Contracts already entered into.

NEW ROADS.

The following seventeen lines of Road proposed to be put upon the Great Road establishment, were referred by the House of Assembly during the last Session to this Department for the Chief Commissioner to report upon:—

A—From Bailey's Brook to the Church on the Main Nerepis Road, through the Douglas Valley.—40 Miles.

This line leaves the main Nerepis Road at Bailey's Brook, about two miles below Fredericton, and passes on to Peabody's Mills, at the Rusagonis, a distance of about eight miles, partly through unimproved lands; thence to Hartt's Mills, about 10 miles, through lands partly settled; thence through a district containing a great extent of excellent land, much of it well cultivated, all the way to the Church, where it again joins the main Nerepis Road. There are 10 Bridges on this line, the principal of which are those at Rusagonis, Hartt's Mills, and South Branch; most of the others are only very small. The Bridge at Rusagonis is nearly new, and in good repair. That at Hartt's Mill is old, though passable and safe. That over the South Branch, built by the Board of Works this year, is one of the best in the Province.

This line of Road was carefully explored, and all the proposed alterations marked out by Messrs. Jordan and Brown, a number of years ago; and their Report was accompanied by a plan, showing the courses, distances, elevations, and depressions of the same. It was again explored and reported on by Mr. Blair, under the direction of the Board of Works, in 1856, who also furnished a plan, showing the courses and distances.

With the exception of the part between Bailey's Brook and Peabody's Mills, which has not yet been opened, the rest of the line (more than 30 miles,) is now in good travelling condition; and when all the proposed alterations are completed, it will be an excellent Road, through a fertile and well settled district, and entirely free from the inconvenience caused by the overflowing of the Saint John River over the Oromocto flats, which in the Spring of the year occasions a long and tedious ferry on the present Road between Saint John and Fredericton.

This Road connects the Counties of Queen's, Sunbury, and York, and passes through the beautiful and flourishing settlement of the Douglas Valley; it is therefore an important line of Road, and will be much used both for through travel and also as an outlet for the inhabitants either travelling to Saint John or Fredericton.

B—From Chatham to the Light House at Escuminac, in the County of Northumberland.
40 Miles.

This line of Road as above described, from Chatham to Black River, a distance of eight miles, is a part of the Great Road leading from Chatham to Richibucto. From this point the Road leads down the northerly bank of Black River four miles; thence crossing its main branch to Bay du Vin River, a distance of six and a half miles; thence crossing M'Innis' Creek, Dennis' Creek, John O'Bear's Creek, Eel and Portage Rivers, is continued through the Escuminac plains to the Light House.

The Road is opened up to within about three miles of Escuminac, and is a fair turnpike Road the whole distance; the three miles unopened have not been located, the communication to the Light House being kept up by travelling along the shore. The first half mile of this distance is through a good land for road-making; the remaining two and a half miles is a plain (known as Escuminac plains) over which the Road would have to be made by brushing, and carting gravel.

There are ten Bridges on the line, namely:—

1. Cameron's Brook.—This is a small Bridge, and will require to be rebuilt in a short time; the cost would be about £20.

2. Black River.—A new Cedar Bridge has been erected over this Stream this season.

3. Little Branch.—This is a long low Bridge, about 500 feet in length; is old, and will very soon require rebuilding, and will cost about £300.

4. Horton's Creek.—Within a mile of Bay du Vin River a new Bridge is required over this Stream, and would cost about £50.

5. Bay du Vin River.—A new Cedar Bridge has been built over this Stream this year.

6, 7, 8. M'Innis', Dennis', and John O'Bear's Streams, all have good Bridges over them.

9, 10. Eel and Portage River Bridges have been built but a few years, and are in good condition.

William Parker, Esquire, one of the Deputy Surveyors of the County of Northumberland, makes the following remarks respecting the importance of this Road:—

"This line of Road may be considered a Great Trunk Road, from the number of branch Roads which lead into it.

1.—A Road from the new Bridge, Black River, to the mouth of Napan River.

2.—A Road from the new Bridge, Black River, to the mouth of said River, and through to Point Au Car.

3.—A Road up through the Settlement on "Little Branch."

4.—A Road from Horton's Creek along the westerly side of Bay du Vin River, to the Richibucto Road at Dickens'.

5.—A Road up the east side of Bay du Vin River.

6.—A Road up the west side of Eel River.

7.—A Road up the west side of Portage River.

8.—A Road to the "Hardwoods," in rear of Escuminac Village.

9.—A Road from near Preston's, Escuminac Village, towards Point Sapin in the County of Kent.

This last Road has been laid out and opened twelve feet in width to the County Line, but no action has been taken from Kent to open up the Road through. The distance to Point Sapin is estimated at ten miles, and if this Road were made the connection to the Gulf Shore, Kouchibouguac, and Richibucto, would be complete.

The district of country through which the Road to Escuminac passes is well adapted for farming purposes, and is settled the whole way to the Plains. There is also a settlement up the "Little Branch," and a back settlement in rear of Escuminac Village, known as the "Hardwoods."

From

From various reasons this Road is becoming of very great importance to the general business of the County, a few of which may be mentioned.

The Shipping Interests—It makes a ready communication for our Merchants and Pilots to the Light House, the entrance of the Harbour, and to those different points where it may be necessary to leave or board vessels going out or in.

Fishing Interests.—This is now becoming an important branch of business along the Bay Shore and on the Islands immediately in front.

There are four establishments for the preserving of Salmon, which do a large business and give employment to a number of men. The estimated cost of the Salmon sold to these establishments for the present year was between three and four thousand pounds.

Agricultural Interests.—In this particular the settlers are more immediately interested. It has been already stated the settlements extend to the Plains, and the land in general is good for farming purposes. There are several large farms on Black River, Bay du Vin, and along the Bay Shore, well cultivated; and the settlements in some places partake more of the village form than the ordinary mode in which a River or Road is settled.

General Interests.—From the remarks already made it will be seen that the general interests of the County are to a certain extent identified with the Road, more particularly the Shipping and Fishery interests. If the few miles required to connect with Point Sapin were made, it would then stand in the same relation to Kouchibouguac and Richibucto that the Road *via* Pokemouche does to Bathurst. An unbroken communication would thus be had around the Gulf Shore, which would facilitate travelling, and add materially to the comfort and convenience of the public generally."

C—From the Great Road near David Taylor's, in the County of Albert, through Coverdale, to the Great Road near M'Latchy's in Hillsborough.—26 Miles.

This line of Road, leaving the Great Road in Hillsborough, near M'Latchy's, passes up the right bank of the Petitcodiac River to the Stoney Creek, a distance of about five miles, thence following up said River through Smith's Village, crossing Smith's Brook, Mud Creek, and Mill Creek, to the Bend, a further distance of six miles, thence passes up the south side of said Petitcodiac River to Turtle Creek, a further distance of seven miles, thence following said River to the Great Road near David Taylor's, a further distance of eight miles.

This Road passes through a well settled and valuable farming country all the way. The Road has all been made, turnpiked, and parts of it gravelled.

There are four Bridges and one Aboideau on the line, all in good condition, except that over Smith's Brook, which will require renewing soon at a cost of about £50.

The Aboideau has been erected and maintained at the joint expense of the Government and Marsh-owners of the District, in the same manner as the Aboideau over the Aulac in the Parish of Sackville.

There are two important Ferries over the Petitcodiac River in connection with this line of Road, one at Stoney Creek and one at the Bend.

The Ferry at Stoney Creek is the lowest Winter crossing on the Petitcodiac River, and is very much used by travellers to and from the lower Parishes of the Counties of Westmorland and Albert.

The Ferry at the Bend is near the site for the contemplated new Bridge, and is in connection with the Moncton Railway Depot, which by this Road is but 11 miles from Hillsborough, and about 19 miles from the Court House at Hopewell. A very large portion of the inhabitants of the County of Albert will therefore pass over this line of Road to the Railway, (it being the shortest distance,) as soon as the Rail Road is open through to Saint John.

D—From Robert Hopper's, in the Parish of Coverdale, to Elgin Corner.—18 Miles.

This Road commences at the Great Road, near the outlet of the Coverdale River in the Parish of Coverdale, and passes up the south side of the Petitcodiac River, about four miles to the Pollet River, in the Parish of Salisbury, thence passes up the right bank of the Pollet River to Thomas Colpitt's, a further distance of seven miles. The Road on this distance has all been made and turnpiked, and passes through a

valuable and thickly settled country, the soil is light and sandy, and is well adapted both for farming purposes and road making.

From Thomas Colpitt's the Road crosses the Pollet River, and passes up the left bank of the same to Elgin Corner, a further distance of seven miles. In the last mentioned distance the country is not as thickly settled as farther down the River; about five miles of this distance the Road has been turnpiked, and the remaining two miles has been grubbed and levelled, and made quite passable for carriages.

There are four considerable Bridges on this line, namely:—

No. 1. Colpitt's Mill Brook—Near the junction of the Little River Road, is about 140 feet long, is in good condition, and cost when erected about £70.

No. 2. Pollet River—Is about 200 feet long, and about 15 feet high. This Bridge is old, and in two or three years will require renewing, the expense would be about £150.

No. 3. O'Brien's Gully—Was built new this season, is 140 feet long, 21 feet high, built on frame bents, and only cost £28.

No. 4. Colpitt's Gully—This Bridge has been built several years, but is still safe for travelling.

There are a number of smaller Roads leading into this line, namely:—

The Roads from Mechanics' Settlement and Golden Mountain connect at Elgin Corner; the Road from Smith's Settlement about two miles down the River; the Little River Road at Thomas Colpitt's; the Bannister Road at Alexander Cain's; and the Main River Road at Benjamin Smith's. A large portion of the travel from these Roads find an outlet by passing down the main line to Salisbury Corner, the principal Railway Depot.

E—From Great Road in King's County, near Teakles' Mills, via Stevens', to Elgin Corner.—12 Miles.

This line of Road passes up the northern bank of Kennebecasis River by Teakles' Mills, to George Jonah's; thence crossing the said River twice to Stevens', a distance of about 10 miles; thence the Road passes through the Middle Land Settlement to Elgin Corner, a further distance of about two miles. The country is rough, hilly, and rather unfavourable for road-making; there are no large Bridges on the line, and the whole is in passable condition.

This line of Road is considerably used, especially by the inhabitants of the different surrounding settlements travelling to and from Saint John, and as a continuation of the preceding line from Robert Hopper's to Elgin Corner, would form an important through Road extending from Salisbury, in the County of Westmorland, through the Counties of Albert and King's, to the present line of Great Road from the Bend to Saint John, at M'Leod's.

F—To alter that part of the Great Road in King's County leading from Hampton to Belleisle.—5½ Miles.

The present line and proposed Road have both been examined and explored, and the correct distance of each ascertained.

The present line leaves the Great Road leading from Fredericton to the Finger Board a short distance south of the Belleisle Bridge, and passes through a thinly settled country to the Great Road leading from Saint John to the Nova Scotia line, a few rods easterly from Hampton Ferry. The country over which this line passes is very uneven, and forms almost one continuous succession of hills and ravines the whole distance; the length of this road is nine miles. The proposed Road leaves the Great Road at very nearly the same point that the first mentioned one does, and runs a more southerly direction to the Great Road leading from Saint John to the Nova Scotia line near Smith's a distance of five and a half miles.

This line of Road passes over a pretty hilly country also, but is more favourable for travelling than the one first described. There are no important Bridges on either line.

The last mentioned Road can be made complete and kept in good travelling condition at a much less expense than the former, and would, I think, be preferred as a Road for general travel.

G—From Shediac to Cape Tormentine in the County of Westmorland.—39 Miles.

This Road runs from the Great Road in the Parish of Shediac, crossing the Scadouk River at Scovill's Mills, to the Railway Station; thence down the Gulf Shore, through the French Settlements, to the Aboushagan Streams; thence following the shore, and crossing the Tedish, Shemogue, and other small Streams, to Cape Tormentine.

This line of Road has been made all the way, and about one half the distance is in very good condition; portions of the turnpike have been renewed this year, and is as handsomely made as any to be seen in the Province.

There are three large Bridges on this line, and a considerable number of smaller ones. The three large Bridges are those over the Scadouk, and Little and Big Aboushagan Streams.

The Scadouk Bridge is about 650 feet in length, has received some repairs this season, and will require renewing in a short time. A new structure at this place would cost, if properly built of durable materials, about £500.

The Big Aboushagan is 990 feet long. This Bridge is old, and out of repair; the northern half has had the covering renewed this year, and with some further repairs it may stand one or two years. To rebuild it would cost about £600.

The Little Aboushagan Bridge is 630 feet long, is also old, and will soon require renewing, which would cost about £300.

The small Bridges are in a better state of repair than the large ones, and will not require much expense for some time.

This Road passes through a country well adapted for farming purposes, and is thickly settled nearly the whole distance. In addition to the travel of the settlers along the line, the inhabitants of Bay de Verte and Port Elgin pass over this Road on their way to the Railway Station at Shediac and other places along the coast.

H—From Butternut Ridge to New Canaan, thence to Cumberland Bay, and thence to cross the Head of Grand Lake, until it strikes the old line of Road from Salmon River to Fredericton.—50 Miles.

It will be seen by reference to the map, that a Road established according to the above description would be very circuitous and inconvenient, either as a leading Road for general purposes or for through travel.

If a line of Great Road is established in that vicinity, I would recommend the line marked on the accompanying plan. This line, leaving the Railway Depot at Salisbury Corner, runs in a northerly direction to the North River, thence crossing Hoar's Brook, passes over the upper part of Butternut Ridge to New Canaan, thence by the head of the Grand Lake to the Fredericton and Richibucto Road.

From Salisbury to New Canaan the Road is made, and although rough for some part of the distance, it is passable for carriages; portions of the remainder are also made. There are several considerable Streams crossed by this line of Road, the most important of which are the New Canaan River, North River, and Hoar's Brook.

A Bridge is now contracted for over the New Canaan River, at a cost of £674, to be completed in September next. This Bridge will be 292 feet long and 18 feet high. A new Bridge was built over the North River about four years ago, and remains in good condition. The Bridge over Hoar's Brook looks old, and will probably require renewing in two or three years.

The country along this line of Road is but partially settled; much of the land is good, and some portions very superior. If therefore facilities were given for travel and through communication, by establishing a leading line of Road, it would tend to increase the settlement and advance the interests of the inhabitants of that district of country.

I—From the Town of Chatham, in the County of Northumberland, on the south side of the Miramichi River, to Newcastle, the Shire Town of the said County.—5 Miles.

This is a short line of Road running from Chatham through a busy settlement, extending up the south bank of the Miramichi River, to the Ferry Landing at Newcastle, a distance of about five miles, the communication across the River being completed

completed by the establishment of a Steam Ferry, the landing slips for which were partially provided for by the Legislature last Session.

There is only one Bridge on the line, about 200 feet long, which has been built some time, but is still in fair condition, and will last two or three years longer.

J—From the Great Road in the Parish of Addington, in the County of Restigouche, to the Mouth of the Upsalquitch.—9 Miles.

This is a line of Road extending from the terminus of the present line of Great Road, and running up the right bank of the Restigouche River to the mouth of the Upsalquitch, a distance of about nine miles, a part of which has been finished.

From the present line to Mrs. Kettle's, a distance of about four miles, the Road has nearly all been made, and about three fourths of this distance is in fair condition. From Mrs. Kettle's to the Upsalquitch, a distance of about five miles, for one half the distance it is barely passable for travel, and the remaining two and a half miles will be somewhat difficult and expensive to make, requiring wharfing and other expensive works along the bank of the River.

There are five small Bridges on this line, all in fair condition except one, the united cost of which was about £150.

K—From the Mouth of the Upsalquitch, in the Parish of Eldon, County of Restigouche, to Tom Kedgwick.—26½ Miles.

This line of Road runs up the south side of the Restigouche River from the mouth of the Upsalquitch to the Tom Kedgwick, a distance of 26½ miles, as will be seen by the accompanying Map. It was explored and surveyed two years ago by Deputy Saddler, of Dalhousie, from whom I have obtained the following memorandum:—

“ In answer to your several queries, viz:—

1. The total distance of line run?—26½ miles.
2. The distance from point to point?—See Plan.
3. The number of Bridges required, with the name of each stream or ravine to be bridged, with the probable cost of the erection of each?

There are no bridges worth mentioning excepting one across White's Brook,—probable cost of which, and cutting the side hills to give a regular descent thereto, say £100. For names of the several streams, see Plan; from £5 to £8 will put a sufficient Bridge across any of them.

4. Whether any portion of the Road has been made, and if so, the distance?

No portion of the Road has been made, but there are several pieces of old portage and hauling roads (say two or three miles in all,) running nearly parallel to the route, that could be used for a time, till the entire line was opened.

5. The probable cost of making the whole line passable for carriages?

It would be difficult to form an estimate of what sum would make a carriage Road the whole distance; such a Road in the present state of the country is not required. The Road wanted is one, say, cleared, rooted, and levelled, eleven to twelve feet wide, turnpiked the same width where the ground is sideling; strong Bridges of unhewn cedar across the several streams; soft places poled, &c., fit for a horse and sled to go summer or winter. Such a Road would suit the wants of the country for many years to come; and if extended towards Campbellton, as shewn on the plan, would be a great boon to Lumberers portaging to the several branches of the Restigouche, and open a way through and to the most fertile lands in the County. From five to six hundred pounds in the hands of a proper Commissioner, judiciously expended, would complete a Road of the above description, the whole distance.

There are several alterations could be made on the line run, that would effect a considerable saving in making the Road.”

L—From the Great Road in the Parish of Inkerman, in the County of Gloucester, via the Bridge over the South River of Pokemouche, to Shippegan Harbour.—9 Miles.

This is a short line of Road leading from the Great Road, in the County of Gloucester, to Shippegan Harbour. The whole of this Road has been turnpiked 24 feet wide, and that part of it which passes over the barrens (a distance of nearly two miles) was all covered with rails laid across the Road close together, and covered over with gravel.

This

This Road crosses the South Branch and main Pokemouche Rivers. A Bridge has been built over the South Branch 1000 feet long, which was erected six years ago at a cost of only £200; it cannot therefore be considered a very substantial Bridge, but will answer the purpose of the travelling public six or seven years longer. The main Pokemouche River is 1500 feet wide, at which a Ferry Scow is kept, and is taken across each way by means of a rope stretched across the River. This Road is the main thoroughfare to Shippegan, a large settlement, principally engaged in the fisheries of the Gulf, and is, besides, the land route to Shippegan and Miscou Islands, on the latter of which a Light House was recently erected.

M—From the River Saint John, on the north side of the Tobique, in the County of Victoria, to Campbellton, in the County of Restigouche.—132 Miles.

This line of Road was explored and surveyed by Messrs. Garden and Ferguson, in the year 1854. The Road leaves the east side of the River Saint John near the mouth of the Tobique, and follows the general course of that River to the Forks, 53 miles, where it crosses the Nictor or Little Tobique, and recrosses it again at the outlet of the Nictor Lake, 20 miles farther. A portion of 18 miles brings the line to the North West Branch of the Upsalquitch, which it follows for 10 miles to the Forks, and crossing the South East Branch, runs a nearly direct course for 30 miles to Campbellton, the head of ship navigation on the Restigouche. The commencement of the Road on the River Saint John was selected as affording the best site for a Ferry to connect with the main Road on the west side of the River. From that point to the Pokiok River, which is only an insignificant mill stream, the country is hilly and difficult, and a direct route is impossible; the only stream of any consequence is the Narrows Brook, 40 feet wide, about half way between the Saint John and the Pokiok, 5 miles. Continuing through a more favourable country both for road making and settlement, the line is carried through a generally level country to the Three Brooks, 15 miles from the Pokiok, where a Bridge 200 feet long will be necessary. Up to this point the country is sparsely settled, and the present Road is in a tolerably passable condition; both the Pokiok and Three Brooks have saw mills situated upon them, and formerly a large establishment of the same kind was driven by the waters of the main Tobique itself, which was dammed at the foot of the Red Rapids about 12 miles from its mouth. Six miles above Three Brooks by the course of the River, and about five by the Road, a large deposit of Plaster of Paris occurs both on the main River and on the Wapskihagan Stream which runs in on the south side. The Plaster Rock, as it is called, is a solid mass of Gypsum of a red colour, rising directly out of the River to a perpendicular height of over 100 feet, and when once accessible by a good Road will be immediately available as a valuable source of the mineral, one of the best and cheapest of natural fertilizers.

Two miles above the Plaster Rock by the River, and at 26 miles from the Saint John by the proposed line, a Road has been surveyed and partly made from the Grand Falls, distant about 20 miles, intersecting this Road. From the Three Brooks to the Two Brooks, 18 miles, the line skirts the foot of the Sisson Ridge, one of the finest stretches of hardwood land in the Province. The Tobique River abounds in fine intervalles, and the whole of the land to the northward and westward is in general of the best quality. Further on the land becomes more broken and hilly, though still valuable for agricultural purposes, to the Forks of the Tobique, 53 miles from the River Saint John, where the River divides into three branches, the Right-hand Branch, Mamozekil, and Nictor. The Road follows the general course of the last mentioned, and crossing it near the mouth, runs through a good tract of hard wood and mixed growth of land, to the outlet of the Nictor Lake, when the Stream is again crossed at 73 miles from the Saint John, and 60 from Campbellton. The two Bridges over the Nictor, respectively 142 and 125 feet wide, present no unusual difficulty, and will not be expensive structures.

From the Nictor to the Upsalquitch, 18 miles, the land is rough and mountainous, crossed by numerous small streams, but nothing exceeding 12 or 15 feet wide; the land is generally well wooded with a hardwood or mixed growth, but not equal to the portion on the Tobique for settlement and cultivation. From the ninety first to the one hundred and second mile, where the line crosses the South East Branch of the

Upsalquitch, it runs through a hilly burnt district, not well adapted for farming purposes. From this point it follows the east bank of the main Upsalquitch, three and a half miles, to the Popologan Stream, whence it diverges from the River, and passing generally through good land, strikes the Great Road along the Restigouche River, about one mile from Campbellton. Portions of the Road are already opened for several miles from Campbellton towards the Upsalquitch, and two or three Portage Roads branch off from it in that distance; but from Three Brooks, on the Tobique, to the Mill Stream at Campbellton, a distance of over 100 miles, it is at present an unbroken wilderness.

The amount of bridging on the whole length is insignificant, and the only Streams involving structures over twenty feet in length of span, are—

Narrows Brook,	....	....	....	40 feet wide.
Three Brooks,	....	....	....	200 "
Sisson Brook,	....	....	....	20 "
Two Brooks,	....	....	....	55 "
Haley Brook,	....	....	....	21 "
Nictor, at mouth,	....	....	....	142 "
" at outlet,	....	....	....	125 "
Brook at 92nd mile,	....	....	....	20 "
S. E. Upsalquitch,	....	....	....	100 "
Popologan,	....	....	....	50 "

Considerable expenditure has been made within the last three or four years on both ends of the line, and probably the best course to pursue would be to extend the Road gradually from both ends as the settlement progresses.

N—From Jouett's Ferry, on the eastern side of the River Saint John, through the Parishes of Douglas, Queensbury, and Northampton.—54 Miles.

This line commences at the mouth of the River Nashwaak, and passes up the left side of the main River Saint John, through a fertile and well settled country, crossing the Nashwaaksis, Keswick, Mactaquack, Nackawikak, and some other streams, till it reaches the eastern boundary of the County of Carleton. Much of the ground is level or nearly so, though there are some steep hills on it, the most dangerous of which is that near the eastern approach of the Mactaquack Bridge. There are other difficult hills, chiefly on the upper part of the line, all of which by a moderate and judicious outlay, might be either avoided altogether, or very much improved. There are ten Bridges on this line, the principal of which are the Nashwaaksis, 234 feet long; Keswick, 252; Mactaquack, 208; Pennington's, 230; Nackawikak, 294; the others are much smaller. These Bridges are in various conditions—that at Nackawikak was built this year—most of the others are in a safe and passable state, but the one over the Mactaquack is old and decayed, and ought to be rebuilt, and the steep hill avoided altogether if possible.

O—From the York County Line, on the east side of the River Saint John, and through the Parishes of Northampton, Brighton, and Kent, in the County of Carleton.—48 Miles.

The whole of this line is near the left bank of the River Saint John, and passes through a well settled and very fertile country for most of the way. A large portion of it is comparatively level, and the Road good and easily maintained. To this general description there are however some exceptions, the principal of which is nearly opposite to Woodstock, where the Road passes over hills and ravines, difficult and dangerous for travellers and traffic. To avoid these a very expensive alteration has been commenced and is now in progress; the principal improvement consisting of a long side cut. There are seventeen Bridges on this line, the principal of which are those at Munquart, 150 feet long; Chicktahawk, 260; Little Chicktahawk, 172; Buckwheat Brook, 250; Stickney's Brook, 130; Campbell's Brook, 120; Becaguimic, 228; and several others averaging 100 feet, more or less. Some of these Bridges are new, others in good repair, and others much decayed. Those at Chicktahawk in particular, require to be rebuilt.

Of the whole line on the eastern side of the River Saint John, extending from the Nashwaak River to the Victoria County line, 102 miles, it may be observed that though at present interior to the Road on the other side of the River, it could with a moderate outlay be made very good all the way; much of the ground is comparatively level, and such a large number of costly Bridges is not required.

P—From Kingston, on the south side Richibucto River, by Alexander Robinson's, to James Pine's.—22 Miles.

This line of Road is situate in the County of Kent. Leaving the Great Road from Shediac to Richibucto, near the Bridge at Kingston, it passes up the south side of the Richibucto to the Saint Nicholas River, at Alexander Robinson's, a distance of nearly five miles; thence crossing the Saint Nicholas River it extends up to Graham's Creek, a further distance of about three miles; thence to Indian House Creek, a distance of three miles; and thence crossing Indian House Creek, it passes up the River to Coal Branch Bridge, a further distance of about eight miles; and thence to the Fredericton and Richibucto Road at James Pine's, three miles.

There are seven considerable Bridges on this line, viz :—

Child's Brook, about	....	....	...	....	350 feet long.
Saint Nicholas River,	....	....	....	...	720 "
Bear Creek,	....	....	....	....	300 "
Graham's Brook,	...	....	....	....	300 "
Indian House Brook,	...	....	....	....	240 "
Coal Branch Stream,	....	....	...	....	250 "
Trout Brook,	....	....	....	....	100 "

The Saint Nicholas River Bridge is nearly new; that over Bear Creek was built last year, and that over Indian House Brook is also in good condition; those over Coal Branch and Trout Brook are in pretty good order. The Child's Brook Bridge will require railing; and that over Graham's Creek must have considerable repairs to make it safe and passable.

This line of Road is open for travel the whole way, and has been turnpiked three quarters of the distance.

Q—From Moore's Mills, in Saint James, to the Woodstock Road.—9 Miles.

This is one of the Charlotte County Bye Roads. Leaving the Great Road from Dead Water Brook to Saint Stephen, at the flourishing village of Moore's Mills, it passes through the settlement to Sharman's Mill, and thence through the Baillie Settlement, joining the Great Road from Oak Bay to Eel River, at M'George's corner, so called. The Road is generally well made, but crosses several steep and difficult ridges. It passes for most of the way through a well settled district, and has no expensive Bridges to be maintained.

The foregoing Roads embrace a total distance of 546 miles, and are distributed over the different Counties in the Province, nearly all the Counties having either one or two Roads, or portions thereof, passing through some parts of them, many of these Roads connect large and flourishing districts of country, others connect two or three Counties, and all are more or less important.

If these Roads are placed on the Great Road establishment, they will immediately come under the management and control of the Department of Public Works, and will consequently have a more thorough supervision than they can possibly have under the present Bye Road system. It must be remembered however, that the proposed change, if effected, will relieve the Bye Road requirements to a considerable amount, and increase that of the Great Roads to a similar extent.

BRIDGES BUILT BY THE BOARD OF WORKS.

No. 1.—*Carayuet Ferry Bridge.*

The building of a Bridge at this place was let at public competition, and a contract entered into with Mr. Edward M'Mahon, of the County of Northumberland, for its erection, on the 19th day of January last.

The general plan is for two shore abutments, and three central blocks, one span of eighty feet over the channel, and three spans of thirty five feet each; the shore abutments and central blocks to be built of good cedar logs, not less than ten inches at the small end, and ballasted with stone and gravel. The superstructure and stringers over spans to be of merchantable pine, and the spans are to be covered with cedar plank, four inches thick; the whole to be completed on or before the first day of October next, for the sum of £1,300.

No. 2.—*New Cunaan Bridge.*

The Bridge proposed to be erected at this place will be on the line of Road leading from the Head of Grand Lake in the County of Queen's, to Salisbury in the County of Westmorland.

The Bridge is to be built on the site of the old one which was carried away by the great freshet in the Fall of 1854, the design being for a shore abutment on the north side of 58 feet, one span of 70 feet, four blocks 16 feet each, four spans of 16 feet, and a shore abutment of 36 feet, on the south side, making a total length of 292 feet. The top of the Bridge to be level, and raised 18 feet above the bed of the River; each shore abutment is to have an upstream wing, and each centre block to be provided with a heater or ice-breaker.

The shore abutments and centre blocks to be erected of cedar logs not less than 10 inches at the small end, and to be filled with stone; the foundations to be excavated three feet deep before commencing the work.

The 70 feet span to be supported by a Queen post truss made of good merchantable pine timber, and covered with plank, all the remaining parts of the Bridge to be covered with cedar logs and gravel.

The whole to be finished by the 15th day of September next for the sum of £674, and the amount to be paid from the Bye Road funds of the Counties of King's, Queen's, and Westmorland.

No. 3.—*South West Oromocto Bridge.*

This Bridge, the particulars of which were given in the last Report, has been completed during the year according to contract; it is a very durable and permanent structure, and unless injured by some extraordinary circumstance, will stand for at least fifty years.

No. 4.—*Bellisle Bridge.*

This Bridge was let by contract to James Drury last year, and has been erected and completed during the present. The design of the Bridge as finished is for six spans of 30 feet each, supported by hacmatack pile bents, and the superstructure carried by a trussed hand-rail with the Queen bolts and swing girts to support the roadway, on the same principle as the Trout Creek, Oromocto, and other Bridges. The piles are all hacmatack, well framed and protected against the ice, and the material and workmanship is very satisfactory.

No. 5.—*Nuckawikak Bridge.*

This Bridge is on the line of Road proposed to be part of the Great Road establishment leading from the Nashwaak, opposite Fredericton, up the River St. John, and its re-construction was provided for last Session by special appropriation. It is built immediately above the old Bridge, and its general design is for a span of 70 feet between the cedar abutments. The abutments are built in the same manner as those of Long's Creek, and filled solid with stone. They are protected by wings running into the banks in the usual way, and in addition a fender block of cedar and pine, in the form of a wedge, is placed in the middle of the stream 140 feet above the Bridge, to protect it from heavy jams of ice or timber.

The

The span is supported by a double Queen post truss, with arch braces footed into the abutments, and covered with three inch pine plank. The contract was taken for the sum of £318, to be completed by the 15th October 1858. The work was not entirely finished at the time specified, but was sufficiently advanced to admit of its being used by the public.

No. 6.—*Grand Falls Bridge.*

It will be seen by reference to last year's Report, that the particular site for this Bridge was fixed by the Hon. James Brown accompanied by Mr. Tomlinson, after a thorough examination by them in August 1857.

It was found necessary, in order to make the main Bridge available, and render the communication complete, to make the following erections, viz:—

A Bridge over the main River at the termination of Broadway, with a span of 190 feet.

A Bridge over the ravine or chasm on the eastern side of the River, of 150 feet in length.

A third Bridge over Little River, with a span of 80 feet, and a total length of about 250 feet.

The Road between the Bridges, over the Intervale at Little River Valley, and up the hill on the northern side, the approaches to all the Bridges, and a portion of the Road up Broadway on the western side.

The designs and plans for these Works were subsequently made by Mr. Tomlinson, and carefully examined with their details, bills of materials, &c., by T. T. Vernon Smith, Esquire, C. E., and arrangements were entered into with Mr. Tomlinson for the erection and completion of the whole work, for the sum of £5,000, to be finished and completed on the first day of December 1858; copies of Agreement, Specification, Bills of material, and general details were published in full, in the Appendix of last year's Report.

For the faithful performance of this Contract, which provides that the Contractor shall be responsible for the stability of the work to be done by him, and for all losses or injury sustained until the same shall be finally taken off his hands by the Board. Mr. Tomlinson gave the usual Bond for double the amount of the Contract, (£10,000,) signed by himself and two other unquestionable sureties.

Some additions and enlargements of this work were subsequently considered necessary by Mr. Tomlinson. These proposed changes, after having been submitted to Mr. Smith, were allowed to be made; this circumstance, together with other additional work unforeseen at the time of entering into the Contract, would have increased Mr. Tomlinson's claims to about £5,500 upon the completion of the works, towards which the sum of £4,885 has been advanced.

In the month of November, Mr. Tomlinson informed the Board, that owing to various causes of detention and delay, he could not possibly finish his Contract at the time provided by the agreement, and that parts of the work could not be entirely completed until next Spring.

On the first day of December, all the works were very nearly complete except the Bridge over the main River, which was sufficiently advanced to admit of persons and teams passing over it.

A few days subsequently, however, intelligence was received that the chains had broken and that the Bridge over the main River had fallen. On receiving this information, the Board procured the services of R. H. Burrows, Esquire, C. E., from the European and North American Railway works, who proceeded in company with the undersigned to the Grand Falls, and made a thorough examination of the whole affair, after which Mr. Burrows submitted a special Report, a copy of which will be found in the Appendix.

The portion of the works lost comprise the truss and chains over the main River, 190 feet in length. All the screw bolts, and a part of the other materials in the truss will be saved and can be used in the new structure, the value of which will be about £250.

INTERNAL NAVIGATION.

DREDGING MACHINE.

The Dredge commenced working at Douglas Harbour, on the Grand Lake, on the 15th day of May last, deepening the water at the landing place, and removing 2,925 cubic yards. She was then taken to the Flats, where she had previously been at work, and cleared out the cut formerly made through the Shoal, removing altogether 8,595 yards. The rest of the season has been occupied with the Oromocto Shoals. The total amount of the season's work is exhibited at one view as under.

Name of Place.	Number of days.	Number of Scow Loads.	Yards in each Scow.	Total number of Cubic Yards.
Douglas Harbour,	6	117	25	2,925
Grand Lake Flats,	15	343	"	8,575
Oromocto Shoals,	86	1,507	"	37,675
	107	1,967	25	49,175

The boat was finally laid up in the Oromocto River on the 25th day of September. The average number of yards per day was about 460, being respectively 487, 571, and 438, at each of the places indicated. The total cost of working has been £1,039 8 7, or a trifle over 5d. per yard.

During the season the machinery has been much worn in consequence of the sand at the Oromocto Shoals scouring the buckets; three or four of these have been renewed, and before the commencement of another season a general overhauling of both the buckets and the chains will be necessary.

The cutting at the outlet of the Grand Lake may now be supposed to be complete, having occupied portions of four seasons. In 1855, 28,000 cubic yards were removed. In 1856, 25,380 cubic yards were excavated, and a passage 60 feet wide and 1,200 yards long opened. In 1857, but little was done towards the work, the Dredge being otherwise occupied, but twenty six days at the latter end of the season were worked here, and 13,000 yards removed; making a total excavation, including the work done the last season, of 104,000 cubic yards, equivalent to a channel 60 feet wide, cut an average depth of six feet for 2,600 yards. For the coming season the estimate for all purposes is the same as the last, or £1,100.

Applications have been made for the further use of the Dredge at the following places, viz: Saint Andrew's Harbour, Oromocto, Head of Grand Lake, and at the Ferry at Fredericton.

SAINT JOHN RIVER.

The expenditure during the past year has been confined almost exclusively to the Towing-paths, £122 5 4 having been expended between Woodstock and the Grand Falls, and the sum of £136 13 9 between Fredericton and Woodstock, making a total expenditure on the River above Fredericton of £258 19 1, leaving a balance of £41 0 11 of last year's appropriation unexpended.

The Tow-paths along the River Saint John may almost be considered Provincial Highways; and so long as goods and merchandise are transported along the River by this mode of conveyance, they will require from year to year more or less improvement and repair.

It was intended to have removed some rocks from the Meductic Falls during the dry season, but the water continued too high to admit of this being done.

I would recommend that a similar appropriation to that of last year be made for the foregoing services.

SOUTH WEST MIRAMICHI.

Mr. Robert Swim, the former Commissioner, was again requested to take charge of the improvement on this River and to prosecute the works unfinished. A small sum was placed in Mr. Swim's hands to purchase supplies, materials, &c., preparatory to commencing the work.

Shortly

Shortly after which, Mr. Swim, while moving the supplies to the place of operation, was seriously injured by the accidental explosion of a keg of powder, and rendered unable to proceed with the work ; there has not therefore been much done in this service the past year.

SAINT ANDREW'S HARBOUR.

On the 29th day of November last instructions were given to T. T. Vernon Smith, Esquire, C. E., to visit Saint Andrews, and make such examination and survey of the Harbour as would enable him to Report to this Department the practicability and propriety of applying the Provincial Boat in dredging at that place.

On the 2d day of December following Mr. Smith visited the Harbour, and on the 28th day of the same month made a Report, a copy of which will be found in the Appendix.

It appears from this Report that the depth of water in the Harbour has not materially changed since 1844, a period of fourteen years ; Mr. Smith also states that the principal improvement that could be practically effected would be the removal of a bar, and the deepening and straightening the channel at the entrance of the Harbour.

To accomplish this work would require the removal of about 40,000 cubic yards of material, which could be excavated at the rate of 200 yards per day, or 200 days continuous work.

The expense of working, repairing, and maintaining the Dredge, has been found to be about £10 per day. The expense therefore to perform this service would be about £2,000, to which must be added the expense and risk of removing and towing the boat to and from Saint Andrews.

LIGHT HOUSES.

No expenses were incurred in this service for new Buildings during the past year. Plans and Specifications have been however recently prepared for new erections at Grindstone Island, and Grand Manan, and Tenders advertised for to be received until the 16th day of March next.

The difficulty that heretofore existed in obtaining a title at Grindstone Island has been removed. A Bill was passed by the Legislature during its last Session, authorizing the Rector, Church Wardens and Vestry of Saint Ann's Church in Sackville, to make the necessary conveyance ; liberty has also been obtained from the Corporation of the Dorchester Free Stone Quarry, who are Lessees of the Island, for a term of years.

PUBLIC BUILDINGS.

Government House.

The expense incurred the past year on Government House and the Out-buildings connected therewith, has been confined to the usual repairs and improvements.

The Root House has had a new roof, the walls raised, and other necessary repairs made to it ; the Gardener's House has been painted and otherwise repaired ; and to all the buildings, Fences, &c., more or less expense and attention has been required, the total outlay for which was £352 1 2.

Legislative Buildings and Public Offices.

The whole expenditure on these Buildings the past year has been very small compared with former years, amounting in all to £249 13 10. Of this sum £40 was paid for fuel for the House of Assembly, and a part of the remainder was incurred for articles and services formerly provided for in the Legislative Contingencies. A new carpet has been procured for the House of Assembly, and a small expense incurred in ventilating the Assembly Hall, the expense of which will appear in next year's Accounts, having been incurred since the Annual Accounts were made up. To meet the requirements of the foregoing Buildings the present year, the undersigned would recommend that the sum of £750 be placed at the disposal of Your Excellency.

All the foregoing is respectfully submitted.

W. H. STEEVES, *Chief Commissioner.*

APPENDIX A.

No. 1.

Statement shewing the Amount paid on Government Buildings in Fredericton, from the 1st November 1857, to the 31st October 1858, for expenditure within the year.

House of Assembly, and other Buildings.

(Government House not included.)

Allen, T. G.	....	....	....	....	£2	9	0
Adams, Jackson	....	....	....	....	0	10	0
Beverley, C. S.	....	....	....	....	11	0	0
Block, A.	....	....	....	....	7	6	0
Clark, A. H.	....	....	....	....	6	6	0
Duncan, A. B.	....	....	....	....	1	5	6
Doherty & M'Tavish,	....	....	....	....	5	16	0
Driscoll, Miss	....	....	....	....	0	10	0
Dunn, R.	....	....	....	....	29	16	7
Elliott, D.	....	....	....	....	21	4	0
Fairweather, H.	....	....	....	....	4	9	3
Foster, S. K.	....	....	....	....	0	15	0
Knight, R.	....	....	....	....	3	0	0
Moore, W.	....	....	....	....	1	6	0
Myshrall, J.	....	....	....	....	3	10	0
Myshrall & Ritchie,	....	....	....	....	6	15	0
M'Donald, J.	....	....	....	....	5	5	1
M'Garrigal, P.	....	....	....	....	11	7	6
M'Clusky, J.	....	....	....	....	1	5	0
Nesbit, J.	....	....	....	....	22	2	0
Neill, J.	....	....	....	....	0	19	1
Paisley, W.	....	....	....	....	1	2	9
Payne, R. H.	....	....	....	....	18	2	4
Pattison & Co. G.	....	....	....	....	18	7	3
Rutter, T.	....	....	....	....	21	8	6
Reilly, J.	....	....	....	....	0	15	0
Ross, J.	....	....	....	....	1	5	0
Rainsford, H. B. (Fuel,)	....	....	....	....	34	11	6
Robinson & Co. W. H.	....	....	....	....	1	1	0
Sauson, T.	....	....	....	....	0	16	0
Sullivan, J.	....	....	....	....	2	15	0
Sweade, T.	....	....	....	....	1	5	0
Smiler, C. P.	....	....	....	....	0	7	6
Williams, T.	....	....	....	....	1	0	0

£249 13 10

Government House.

Akerley, S. A.	....	....	....	....	£10	13	4
Agnew, J.	....	....	....	....	1	4	6
Block, A.	....	....	....	....	35	4	0
Baxter, Corporal, 62nd Regiment,	....	....	....	....	0	15	2
Barrett, J.	....	....	....	....	70	0	0
Chestnut, R.	....	....	....	....	4	0	0
Carter, J.	....	....	....	....	0	2	6
Carrick, J. W.	....	....	....	....	1	2	6
Clark, Mrs.	....	....	....	....	3	8	3
Duncan, A. B.	....	....	....	....	12	9	3
Davis, J.	....	....	....	....	5	0	0
Doran, J.	....	....	....	....	1	10	0
Estey, W. S.	....	....	....	....	12	0	0
Elliott, D.	....	....	....	....	8	18	4

Carried forward, £166 7 10

£249 13 10

	<i>Brought forward,</i>	....	....	....	....	....	£7,053	2	7
S. W. Oromocto,	....	....	....	....	....	....	510	10	0
Dow's Brook, ....	....	....	....	....	....	....	150	0	0
Negro Brook, ....	....	....	....	....	....	....	45	0	0
Johnson's Cove,	....	....	....	....	....	....	73	0	0
Magaguadavic,	....	....	....	....	....	....	0	5	0
Wheeler's, ....	....	....	....	....	....	....	12	13	4
Peabody's, ....	....	....	....	....	....	....	38	4	6
Lower Trout Brook,	....	....	....	....	....	....	25	0	0
Louison's, ....	....	....	....	....	....	....	42	13	6
							<hr/>		
							£7,949	18	11
							<hr/>		

Office Public Works, 31st October, 1858.

ASA COY, Secretary.

No. 4.

Statement of General Expenditures on Great Roads, paid by the Board of Public Works between the 1st November 1857, and the 31st October 1858.

Armstrong, J.	£100	0	0	<i>Forward,</i>	£5,051	1	11
Burpe, I. C.	125	0	0	Hitchings, H.	50	0	0
Burpe, J.	230	0	0	Hazen, C.	140	0	0
Burnett, G.	245	0	0	Jordan, J. Jr.	605	0	0
Curry, G. W.	650	0	0	Kelly, W. M.	687	17	9
Charters, S. C.	400	0	0	Kilburn, J.	110	0	0
Covert, J. S.	262	15	6	Moore, G.	100	0	0
Crocker, R.	500	0	0	Morton, G. A.	420	0	0
Cotterell, T.	25	0	0	Menzies, A.	85	0	0
Campbell, D. B.	75	0	0	M'Clellan, T.	275	0	0
Dow, Asa	203	0	0	M'Millan, J. Sr.	250	0	0
Davidson, A. }	716	13	6	M'Callum, H.	150	0	0
M'Dougal, A. }				M'Callum, A.	100	0	0
Fitzgerald, W.	225	0	0	Nase, P. Jr.	222	16	0
Fournier, F.	200	0	0	Oulton, G.	150	0	0
Grimmer, J.	175	0	0	Pratt, J.	165	0	0
Gibson, A.	150	0	0	Piers, H.	75	0	0
Gallop, A.	258	12	9	Robertson, J.	100	0	0
Gross, S.	200	0	0	Reed, J. A.	150	0	0
Gervin, T.	150	0	0	Welling, J.	215	0	0
Hatheway, G. L.	160	0	0	Wilson, G.	780	0	0
	<hr/>				<hr/>		
<i>Forward,</i>	£5,051	1	11	<i>Total,</i> ...	£9,881	15	8
					<hr/>		

Office Public Works, 31st October, 1858.

ASA COY, Secretary.

No. 5.

Statement shewing Payments made by the Board of Public Works for Balances due Supervisors for Expenditures prior to, but paid in 1858.

Elliot, F.	£5	17	9	<i>Forward,</i>	£191	18	2
Gault, J.	100	0	0	Rourk, W. H.	4	0	0
M'Lean, A.	81	4	2	Rainsford, L. B.	7	10	2
M'Allister, A.	4	16	3	Scott, N.	4	12	6
	<hr/>				<hr/>		
<i>Forward,</i>	£191	18	2		£208	0	10
					<hr/>		

Office Public Works, 31st October, 1858.

ASA COY, Secretary.

No. 5.

Statement shewing Payments made by Board of Works for special expenditures on Great Roads, from 1st November 1857, to 31st October 1858.

Craig, W.	£5	0	0	Repairing Bridge, Miramichi Road.
Debu, Enoch	0	5	0	Repairing Bridge, Woodstock Road.
Garbutt, H.	50	0	0	Expenses at Musquash Bridge.
Kitchen, G.	28	0	0	Repairing old Bridge, Long's Creek.
Killean, T.	10	7	9	Repairs, Woodstock Road.
Ketchum, J.	2	5	8	Balance due him.
Barry, T.	26	10	0	Do.
Kilburn, J.	11	15	0	Preparing temporary way, &c., Negro Brook.
Kerstead, J. T.	2	12	6	Repairs, Road near Gondola Point.
Lemont, M.	1	7	11	Long's Creek Bridge.
Marshall, J.	1	15	0	Repairing Bridge in Prince William.
Nevers, G. C.	5	0	0	Repairing and attention to old Pile Driver.
Parker, W.	30	0	0	Expenses surveying and locating Road from Doak's Bridge to Gaspereaux.
	£174	18	10	

Office Public Works, 31st October, 1858.

ASA COY, Secretary.

No. 6.

Schedule of Warrants on the Provincial Treasury received by the Board of Public Works from the 1st November 1857, to the 31st October 1858.

1857.				Forward,		£10,000 0 0	
				1858.			
35	November 21.	£500	0 0	330	June 28.	1,000	0 0
38	26.	500	0 0	340	July 7.	1,000	0 0
45	December 3.	1,000	0 0	360	19.	1,000	0 0
	1858.			373	26.	1,000	0 0
117	January 19.	1,000	0 0	391	August 3.	1,000	0 0
118		1,000	0 0	396	9.	1,000	0 0
181	March 1.	1,000	0 0	401	20.	1,000	0 0
213	April 3.	1,000	0 0	414	30.	1,000	0 0
268	May 10.	1,000	0 0	430	September 9.	1,000	0 0
281	25.	1,000	0 0	455	27.	1,000	0 0
292	June.	1,000	0 0	482	October 16.	900	0 0
329	25.	1,000	0 0				
	Forward,	£10,000	0 0			£20,900	0 0

Office Public Works, 31st October, 1858.

ASA COY, Secretary.

No. 7.

Statement shewing total amount of Payments by Board of Public Works, from 1st Nov. 1857, to 31st Oct. 1858, as detailed in the foregoing Statements, No. 1 to 6; also of Warrants on Province Treasury, and other sums received within the same period.

No. 1. Public Buildings,	£601	15	0
Paid on account of Miscou Light House,	129	6	8
No. 2. Inland Navigation,	1,275	8	0
3. Great Bridges,	£7,949	18	11
4. Supervisors,	9,881	15	8
5* Due Supervisors previous to 1858,	208	0	10
5. Special Expenditures,	174	18	10
Travelling expenses of Board,	18,214	14	3
Advanced to Mr. Brown,	108	3	0
Printing and Binding,	25	0	0
Paid on account of Hospital Island,	27	13	5
T. Williams, balance to 1st February 1858,	7	10	0
And advanced on this year,	£22	0	0
	42	10	9
Carried forward,	£20,454	1	1

<i>Brought forward,</i>				£20,454	1	1
Edward O'Brien, Usher of Superior Courts,				17	10	0
Office Contingencies,				28	1	8
On account of Salaries,				343	15	0
Estate A. Gregg, an old claim paid under Order in Council,				106	4	4
Advanced to T. T. V. Smith,				10	0	0
				<u>£20,959 12 1</u>		
By amount received from Provincial Treasurer, per						
Statement No. 6,				£20,900	0	0
Less—Undrawn on Warrant 482,				494	0	1
				<u>£20,405 19 11</u>		
Balance remaining in Treasury last year,				£480	0	0
“ due on Central Bank,				1	7	0
Received for old Pile Driver,				25	0	0
Proceeds of old Furniture, &c., from Government						
House, sold by T. R. Barker,				2	2	0
Received from J. A. Maclauchlan, Esquire,				45	3	2
				<u>553 12 2</u>		
				<u>£20,959 12 1</u>		

Office Public Works, 31st October, 1858.

ASA COY, Secretary.

No. 8.

Statement of Amounts over-expended on Roads by the Supervisors, and of the Balances in their hands unexpended on the 31st October 1858.

No. of Acc't.	SUPERVISORS.	Over-expended.	Short-expended.
2	Isaac C. Burpe,	£3 6 1	
3	James Burpe,	4 1 0	
4	George Burnett,	10 18 10	
5	George W. Curry,		£22 4 4
6	Silas C. Charters,	3 19 3	
7	John S. Covert,	8 5 4	
8	Rowland Crocker,	29 19 11½	
9	Thomas Cotterell,		0 18 9
10	D. B. Campbell,		5 3 2
11	Asa Dow,	15 0 11	
13	A. K. M'Dougall,	48 2 2	
16	Florent Fournier,		4 6 10
17	John Grimmer,	1 4 7	
20	Amos Gallop,	63 3 2	
23	G. L. Hatheway,		9 0 2
25	Charles Hazen,	10 0 0	
26	John Jordan, Jun.,	3 13 0	
27	William M. Kelly,	48 9 7	
28	Isaac Kilburn,		3 6 9
30	George A. Morton,		5 8 3
31	Archibald Menzies,	0 6 3	
33	Thomas M'Clellan,		7 16 3
35	Hugh M'Callum,	5 6 7	
36	Archibald M'Callum,		1 14 10
38	George Oulton,		4 13 8
39	James Pratt,		0 18 0
40	Henry Piers,		8 13 3
41	John Robertson,	3 4 6	
42	John A. Reed,	0 17 5	
43	John Welling,		0 8 0
44	George Wilson,		6 5 0
45	John M'Millan,		3 5 5

No. 9.

New Bridges built during the year 1858, with their principal dimensions, materials, and cost.

STREAM.	No. Road.	Length. Feet.	SPANS.		MATERIALS USED.				Cost, exclusive of Commission.
			No.	Feet.	Abutments.	Stringers.	Flooring.	Handrail.	
Cleveland's Brook,	1	350	1	40	Hacmatac	Pine			£95 0 0
Landry's Brook,	4								19 0 0
Steward's Brook,	7	200			Cedar	Cedar	Gravel		176 9 9
Burnt Church River,		140			do.	Pine	Cedar		71 14 6
Sweeney's Brook,	8	210	1		do.	Cedar	Gravel		162 10 0
Ellis's Brook,		257	1		do.	do.	do.		103 12 6
Greystone Brook,	11	210	1		Stone		do.		97 10 0
Power's Brook,	12	70			Cedar	do.	Cedar		64 0 0
Long's Creek,	14	243	2	60	do.	Pine	Pine	Pine	644 0 0
Negro Brook,		50	1	16	do.	Cedar	Gravel	do.	45 0 0
Dow's Creek,		130			Stone	do.	do.	do.	194 0 0
Rideout's Brook,	15	110			Cedar	do.			25 0 0
Widow Shaw's,	15	90			do.	do.			17 12 6
Brayson Creek,	16	80			do.	do.	do.	do.	60 0 0
Little River,	17		1	80	do.	Pine	Pine	do.	400 0 0
Siegas Stream,		168			do.	do.	Spruce	do.	200 0 0
Durepeau's,		70			do.	Cedar	Gravel	do.	27 0 0
Digdeguash,	23	140	1	50	do.	Pine	Pine	do.	162 10 0
Johnston's Cove,		236			do.		Cedar	do.	173 0 0
M'Kay's Creek,	29	139	1	22	Hacmatac	do.	Spruce	do.	85 0 0
Pickett's Mill,	34	60			Hemlock	Hemlock			16 15 0
Belleisle,	37	363			Hacmatac	Pine	Pine	do.	390 17 6
Gaspereaux,	40	230			Hemlock		Hemlock		43 15 0
Big Cove,		175			do.		do.		36 0 0
S. W. Oromocto,		185	2	60	Cedar	Cedar	Pine	do.	467 10 0
Nackawikak,			1	70	do.	Pine	do.	do.	348 0 0
Howard's Stream,	31	79			Hemlock	do.			25 0 0
Musquash Creek,	2	72	1		Spruce & Pine	Spruce	Spruce	do.	25 0 0
Sunken Island,	38	100							30 0 0

APPENDIX B.

SAINT ANDREWS HARBOUR.

Report of T. T. V. Smith, C. E., on Dredging out Saint Andrews Harbour.

Saint John, N. B., December 20, 1858.

SIR,—According to instructions conveyed to me in your Letter of November 29th, I went to Saint Andrews on the 2nd instant, and with Mr. Chandler's assistance obtained the necessary men and materials to examine the Harbour; and in company with Mr. Clarke, one of the Branch Pilots, sounded the water where necessary, and ascertained the nature of the bottom, and the possibility of dredging the principal obstructions. From the rapid rise and fall of the tide, the exact soundings, reduced to the standard of low or high water at spring tide, is not easily obtainable without the use of more perfect instruments than were at our disposal, but by the kindness of Mr. Chandler, who obtained for us a copy of the Chart prepared in 1844 for the Admiralty by Lieutenants Cartwright and Shortland, this difficulty was remedied, and by watching the time of low water we were enabled to make a few soundings in different parts of the Harbour from the western entrance to the Lighthouse, sufficient to prove that during the last 14 years no material alteration in the depth of water has taken place, and that for all practical purposes, the annexed Chart is strictly to be depended upon.

The difficulty in the entrance to the Harbour complained of by the Pilots, arises from the narrow and intricate channel, not over 40 yards wide, which forms the ship entrance to the Harbour from the outer Bay, and a middle ground dry at low water, which lies immediately in the track of a vessel entering from this channel. The remedy proposed was to dredge out this middle ground, and cut off the point of a bar which, projecting from Navy Island, lies directly in the bend of the channel, by which

means the course would be sufficiently direct, and a vessel would come through without changing her direction. On examining the materials composing these two shoals, neither appears to have any compact material that would interfere with the operation of a dredging machine. No difficulty existed in forcing a bar 4 or 5 feet into either of them; the middle ground is a coarse gravel, and the bar is a finer gravel mixed with sand. With respect to the bar, which makes out from Navy Island opposite to the Lighthouse, it is observable that the new Wharf built by Mr. Gove, projects from the Saint Andrews side, nearly opposite to this obstruction, and it is extremely probable that the contraction of the channel at mid-tide by this wharf will tend to improve the ship channel in this part, and may remove the point of this bar in a few years as effectually as if it were dredged out.

At a rough estimate the amount of material in the middle ground requisite to be removed to leave a clear 8 feet of water at lowest spring tides, would be over 20,000 yards, and to remove the point of the bar opposite, and clear out the channel to the same depth, which it will be observed is the general depth round these obstructions and as deep as a vessel can now carry through the main channel, would require nearly 30,000 yards to be dredged. Part of these obstructions could however be removed by the scraper and by agitation in the tide-way, and therefore a total of 40,000 yards of dredging might perhaps be sufficient to make the entrance of the Harbour available to this depth within the limits of the lines drawn upon the plan.

The Provincial Dredging Machine is scarcely adapted to go outside the Harbour of Saint John, and it might not be unattended with some risk to tow her round to the Scodiac River, but once in the Harbour of Saint Andrews, the work proposed is nothing more than the machine has before encountered at the City of Saint John. The work would of course be tidal and consequently be interrupted at high water, and probably for a short time at low water, but the experience of Saint John would warrant the supposition that the 40,000 yards might be excavated at the rate of 200 yards per day, or say 8 months of continuous work.

A depth of 8 feet at lowest spring tides is at least 9 feet at ordinary low water, and would enable a vessel drawing 20 feet to come into this Harbour safely at half tide.

Your instructions to ascertain the deepest water are sufficiently answered by the Chart, and we had the satisfaction of obtaining a sounding at low water at the deepest part indicated therein, and found it to tally with the map, where that shews 16 feet. The bottom was sand and gravel, not hard or difficult to dredge; the Provincial machine is however at present limited by the length of her ways to a little over 15 feet, and would be altogether inoperative in deepening this part.

In conclusion, I beg to acknowledge the courtesy of Mr. Chandler, M. P. P., through whom I was enabled to obtain in a short time full particulars of the localities, and also to express my obligation to Mr. Clarke, the Pilot, whose exact knowledge of each point and shoal saved me much trouble and difficulty.

I am, Sir, your obedient servant,

T. T. VERNON SMITH, C. E.

Hon. W. H. STEVES, Chief Commissioner, &c. &c. Fredericton.

APPENDIX C.

GRAND FALLS BRIDGE.

Report of R. W. Burrowes, C. E., on Grand Falls Bridge.

*Engineer's Office, European and North American Railway,
Saint John, January 25th, 1859.*

SIR,—In compliance with the wish conveyed to me in your letter of the 11th instant, relative to an examination of the Grand Falls Bridge, with a view of ascertaining the causes which led to the disaster of the 18th ult., and the adoption of a future structure, and having examined as near as practicable the circumstances of the case—both in relation

relation to history and design—I beg leave to state, that on the 1st of December last an Address was presented to Mr. Tomlinson by the inhabitants of the vicinity, and that during the course of the day the Bridge was subject to a test which; had it remained in position, might never again have been repeated. If I am correctly informed, there were from sixty to one hundred people near the centre of the structure; at the same time a procession consisting of two four horse, one double, and a succession of single horse sleighs, crossed the Bridge; that the first were loaded with thirty four (34) people, the double sleigh with twelve (12), and the single sleighs with two each.

You will perceive that the weight on the structure was at a moderate calculation as follows:—

60 people on Bridge at 150 lbs. each,	....	9,000 lbs.
54 people in Sleighs at 150 lbs. each,	....	8,100 "
14 horses at 850 lbs. each,	....	11,900 "
7 sleighs,	....	1,270 "
Making a total of		30,270 lbs. equal to 13.5 tons.

The catastrophe happened during the passage of a double sleigh and two men, equal to a weight as shewn below:—

2 people at 150 lbs. each,	....	300 lbs.
2 horses at 850 lbs. each,	....	1,700 "
1 sleigh at 250 lbs.	....	250 "
Making a total of		2,250 lbs. equal to one ton.

I would remark that during the time of the celebration the thermometer was at zero, and at the time of the catastrophe it was 30°.

I think from the foregoing, the accident could not be attributed to any direct defect of materials or workmanship. In relation to the latter I would state that what works I have seen executed by Mr. Tomlinson have been of the best description.

On subsequent examinations of the plan, I must condemn the principle. It must be apparent to an observant mind that a combination of materials, affected so materially by the temperature, placed in positions where they are supposed to act equally and simultaneously as resistants to a transverse strain must be erroneous.

These remarks relate to a combination of a rigid wooden truss and an iron suspension. The effects of difference of temperature being in the one case immaterial; whilst on the other, with a chord of 190 feet and a versed sine of 15 feet, and length of arc equal to 193.12 feet, and a difference of temperature of +100°, and—30°, the contraction of the chain will be equal to .19 of a foot, and a diminution of the versed sine, and consequent vertical strain upon the truss equal to .50 feet.

Not being in possession of plans of details of structure, I have taken the principal data given in your Report of 1857. From that Report I understand that a portion of the strain on the main chains was transferred from the anchorage to the truss. By the contraction of the iron it is evident that the whole tension must eventually have been borne by the truss itself, and at the same time the structure was securely anchored to the pier and abutment.

Presuming that the whole structure was rigid, the framing of the truss being close jointed and the chains screwed up at a temperature higher than at the time of accident, it is evident that the contraction of the main chains must have either fractured the truss, or have been the cause of their own fracture, provided the diminution of temperature was sufficient to create the required contraction.

Owing to the urgency of business on the Road on which I am employed, and your wish for an opinion at as early a date as possible, I have not been able to enter into as minute calculations of causes and effects as perhaps the circumstance calls for.

I will, however, refer you to the following data:—In a calculation of a tensile resistance to fracture of 50,000 lbs. to the square inch, and a general distribution of load, the chains should have sustained a weight of 666,666 lbs. The resistive force of truss to upward pressure, taking into consideration the camber (five feet) as given in

in your Report, together with the anchorage on abutment and pier, should have been equal to 481,023 lbs. ; add to this the weight of structure itself, 120,334 lbs., making the whole resisting force to contraction of chains equal to 601,357 lbs.

The experiments hitherto made in the relative values of strength of iron at different degrees of temperature have been so imperfect and desultory, that no rule of percentage can be adopted. From those made under the direction of the Franklin Institute, it was found that at high degrees of heat, the strength was greater up to a certain point than at ordinary temperatures ; this was noticed particularly by experiments made, commencing at 32° and increasing by intervals of 180° up to 572°. Even here the effects were not similar in different kinds of iron. The results of Mr. Fairbairn's experiments on cast iron would prove a deterioration of strength between the temperatures of 32° and 16°, of the proportion of 919.7 and 800.3. I am not aware of any data that can be found at temperatures of extreme cold. It is much to be regretted that they do not exist, as at present all calculations on this point must be uncertain.

From calculations I have made, the truss, without the auxiliary suspension chains, should have sustained a greater load than it was taxed with at the time of the accident ; it is also problematical that both chains should have broken simultaneously. The causes of the failure of the truss can be accounted for in various ways. Presuming that the chain broke first, the cross braces under the floor would have thrown the truss out of position, which, together with the impact of the falling chain (if attached) is apparent would cause the fracture of the whole.

In recommending a future structure, there are numerous things to be considered. There is no doubt that the truss would be more rigid than a Suspension Bridge, but to this mode of erection in that locality there are decided objections. It has been reported to me, that the congelation of the spray arising from the proximity to the Falls, has at times acquired a considerable thickness. It is thus evident that the truss in the direction of the Falls would be during the Winter months loaded much heavier than the other. Another objection would be the expense attending the erection of the necessary false works.

Perhaps the most durable and rigid structure would be the adoption of iron girders. The objections to false work apply here equally to the Truss Bridge.

Taking into consideration the amount of work done towards the erection of a Wire Suspension Bridge, I should consider it the most economical ; and viewing it in this light, should, under the circumstances, consider it the most feasible ; at the same time recommending as much elasticity to tension as is consistent with the distribution of weight and counteraction to wave ; a principle which I think can be adopted.

I have the honor to be, Sir,

Your most obedient servant,

RICHARD W. BURROWES.

Hon. W. H. STEEVES, Chief Commissioner Board of Works.

APPENDIX D.

Report of William Parker and Isaac C. Burpee, Esquires, on Road from South West Bridge to Gaspereaux River.

HON. SIR,—Agreeably to your Letter of Instructions of the 30th of August, we explored the line of Road from the South West Bridge to the Mouth of the Gaspereaux River, and located it on such line as we considered most advantageous for the public interest, and now report thereon for your information.

By referring to the Plan which accompanies this Report, you will observe the line begins at the Post Road from Newcastle to Fredericton, a few rods westerly of the "Doak Bridge," and pursuing a southerly course, crosses the Mushrall Brook, Cain's River, Ten Mile Brook, Gaspereaux River, and Pleasant Brook, a tributary of the Gaspereaux. It strikes the Gaspereaux a short distance above a landing known as the "Nineteen Mile Brow," considered to be nineteen miles from the mouth, measured by the stream. From this "Brow," by a curved line, it forms a junction with

with the present travelled Road, leading up the west side of the Gaspereaux, and five miles from the mouth. It then follows the courses of that Road three and three quarter miles, when it was found necessary, in consequence of the too near proximity to the Langan Mill Pond, to run a new line one and a quarter miles to intersection of the Great Road to Richibucto, a few rods westerly of the mouth of the Gaspereaux, as marked on the Plan.

You will perceive that the line from the South West to the "Nineteen Mile Brow" on the Gaspereaux, if prolonged to the mouth of that River, would have been nearly one uniform straight line, the River forming the arc of a circle, and the Road the chord joining the extremities of the arc. If we had adopted this course the Road would be far in rear of the settlements on that River, and would not be so advantageous to that district of country as the line now marked out. We deem it therefore advisable to curve the line as marked on the Plan, and form a connection with the present wagon Road, to which reference has already been made.

By this line we make available three and three quarter miles of the Road now travelled, which may be considered so much of the new line made; and it will also be much more suitable for the present and future settlement of the River.

You will, no doubt, agree with us, that a straight line should be a secondary consideration with a Commissioner in locating a Road. To evade the swamps and morasses as much as possible—to cross the streams at suitable places to erect Bridges, with due regard to the expense—and to open up and make available a tract of country suitable for settlement, should be the primary object. With this view of the matter, we located this line; and believe it to be as good, if not the best, the district of country will admit of, and the one that will best subserve the public interests.

The route passes over uncommonly level land, embracing every variety of soil. The distance is twenty six miles, and for the purpose of settlement may be distinguished as follows:

From the "Doak Bridge" to Mushrall Brook, a distance of six miles, the land is generally good and suitable for farming purposes. From thence to Cain's River, four miles, the land is inferior, timbered with a scrubby growth of pine and spruce, the last mile of this distance a burnt pine plain. From the Cain's River to the Gaspereaux, five and three quarter miles, the land is good, (with the exception of the last three quarters of a mile,) and portions of it of superior quality. Crossing the Gaspereaux, for three miles the land, though well adapted for road purposes, is not suitable for tillage; the remaining distance, seven and one quarter miles, the line passes through a valuable tract of land.

The following abstract will shew the relative proportions of good and inferior land:—

Good land suitable for settlement,	....	....	18½ miles.
Inferior land,	....	....	7½ "
			26 "

In making our estimate of the probable cost to complete this Road throughout, erect the Bridges, &c. &c., we carefully calculated the cost per mile, the sum necessary for each Bridge, and arrived at the conclusion that two thousand pounds will be an adequate sum, viz:—

Bridge over Mushrall Brook, estimated cost,	....	....	£20	0	0
" Cain's River,	....	....	300	0	0
" Ten Mile Brook,	....	....	60	0	0
" Gaspereaux River,	....	....	300	0	0
" Pleasant Brook,	....	....	20	0	0
			£700	0	0
22 miles of Road to be made,	....	....	1,300	0	0
			£2,000	0	0

Were it necessary, various reasons could be adduced to shew the very great importance of this Road—they will, however, naturally suggest themselves; but before drawing our Report to a close, we would notice the following.

Steam communication is already established between Saint John and Salmon River, and a Boat plies regularly twice a week all the navigable months, (July and August excepted,) to within four miles of the end of this Road; during the Summer months the Boat cannot get so far up the River. It is contemplated to dredge the River next Summer, which will enable Steamers, while the navigation is open, to ply regularly to Briggs', three miles from the "Forks," or end of the Road.

The distance from Newcastle to "Doak's Bridge," by the Post Road is	45	miles.
The new line of Road,	26	"
Down Salmon River to Briggs',	3	"
	74	"
In all		

You will perceive how very materially this will facilitate the travelling from the North to Saint John, or Fredericton, and *vice versa*, by the ready access it will give to steam communication, thus evading the long tedious route across the Portage.

It will also open up a large tract of land for settlement, which is a very important feature with this Road. The strongest inducement to settle our valuable tracts of wilderness land, is to make such tracts available by good Roads, and we doubt not that when this line is made, the country through which it passes will be rapidly settled.

When we take into consideration the geographical position of this district of country,—lying as it does between the waters of the Saint John and Miramichi,—having steam communication on the one side, and the South West River, with the advantages of a Post Road on the other—a ready means of access to the markets of Saint John and Miramichi—watered by the Cain's River and the Gaspereaux and their tributaries, and presenting a valuable tract of land for settlement, we feel justified in the conclusion that at no very distant day there will spring up along this line of Road an interesting and flourishing settlement.

We would add in concluding this Report, that this Road is considered a *necessity*—that it cannot be done without, and that the general interests of our country require it should be opened up at an early period. The inhabitants of Salmon River, the Gaspereaux, in a word, the people generally, so far as we have been able to gather the public sentiment, are unanimous for its speedy completion.

Respectfully submitted.

WM. PARKER,
ISAAC C. BURPEE, } *Commissioners.*

Hon. W. H. STEEVES, Board of Works Office, Fredericton.

GRAND FALLS BRIDGE.

Mr. Tomlinson's Proposition to build the Bridge at the Grand Falls.

Fredericton, September 3, 1857.

To the Honorable Commissioners of the Board of Works.

GENTLEMEN,—I will engage to construct and furnish all materials for the Bridge superstructure over the Saint John River, at Grand Falls, agreeable to the plans and dimensions I have furnished, for the sum of £2,570; the masonry in the Abutments for £1,126; the masonry in the foundations of Approach and Abutment on the edge of bluff for £138; the superstructure of approach for £400; the rock work trenches for anchors, and completing Road to Broadway, for £150; making Road and Embankment on the south side of Little River for £70; and Little River Bridge for £430.

I will also make a cheap Road over the Intervale and up the hill, north of Little River, for the balance of £5,000.

I remain, &c.

Copy.—ASA COY.

JOSEPH TOMLINSON.

Report of R. W. Burrowes, C. E., on Bridge at Grand Falls.

(Copy)

*Engineer's Office, European and North American Railway,
Saint John, January 25, 1859.*

SIR,—In compliance with the wish conveyed to me in your Letter of the 11th instant, relative to an examination of the Grand Falls Bridge, with a view of ascertaining the causes which led to the disaster of the 18th ultimo, and the adoption of a future structure, and having examined, as near as practicable, the circumstances of the case, both in relation to history and design, I beg leave to state, that on the 1st of December last an Address was presented to Mr. Tomlinson by the inhabitants of the vicinity; and that during the course of the day, the Bridge was subject to a test, which, had it remained in position, might never again have been repeated.

If I am correctly informed, there were from sixty to one hundred people near the centre of the structure; at the same time a procession, consisting of two four horse, one double, and a succession of single horse sleighs, crossed the Bridge; that the first were loaded with thirty four (34) people, the double sleigh with twelve (12), and the single sleighs with two each.

You will perceive that the weight on the structure was, at a moderate calculation, as follows:—

60 People on Bridge, at 150 lbs. each,	...	...	9,000 lbs.
54 People in Sleighs, at 150 lbs. each,	...	...	8,100 "
14 Horses, at 850 lbs. each,	....	....	11,900 "
7 Sleighs,	....	....	1,270 "

Making a total of, 30,270 lbs. equal to 13.5 tons.

The catastrophe happened during the passage of a double sleigh and two men, equal to a weight as shewn below:—

2 People, at 150 lbs. each,	....	....	300 lbs.
2 Horses, at 850 lbs. each,	....	....	1,700 "
1 Sleigh, at 250 lbs.	....	....	250 "

Making a total of 2,250 lbs. equal to one ton.

I would remark that, during the time of the celebration, the thermometer was at zero, and at the time of the catastrophe it was at 30° .

I think from the foregoing, the accident could not be attributed to any defect of materials or workmanship. In relation to the latter I would state that what works I have seen executed by Mr. Tomlinson have been of the best description.

On subsequent examinations of the plan I must condemn the principle. It must be apparent to an observant mind that a combination of materials affected so materially by the temperature, placed in positions where they are supposed to act equally and simultaneously as resistants to a transverse strain, must be erroneous.

These remarks relate to a combination of a rigid wooden truss and an iron suspension. The effects of difference of temperature being in the one case immaterial, whilst on the other with a chord of 190 feet, and a versed sine of 15 feet, and length of arc equal to 193.12 feet, and a difference of temperature of $+100^{\circ}$ and -30° , the contraction of the chain will be equal to .19 of a foot, and a diminution of the versed sine and consequent vertical strain upon the truss equal to .50 feet.

Not being in possession of plans of details of structure, I have taken the principal data given in your Report of 1857. From that Report I understand that a portion of the strain on the main chains was transferred from the anchorage to the truss. By the contraction of the iron it is evident that the whole tension must eventually have been borne by the truss itself, and at the same time the structure was securely anchored to the pier and abutment. Presuming that the whole structure was rigid, the framing of the truss being close jointed, and the chains screwed up at a temperature higher than at the time of the accident, it is evident that the contraction of the main chains must have either fractured the truss, or have been the cause of their own fracture, provided the diminution of temperature was sufficient to create the required contraction.

Owing to the urgency of business on the road on which I am employed, and your wish for an opinion at as early a date as possible, I have not been able to enter into as minute calculations of causes and effects as perhaps the circumstance calls for. I will, however, refer you to the following data. In a calculation of a tensive resistance to fracture of 5,000 lbs. to the square inch, and a general distribution of load, the chains should have sustained a weight of 666,666 lbs. The resistive force of truss to upward pressure, taking into consideration the camber (five feet) as given in your Report, together with the anchorage on abutment and pier, should have been equal to 481,023 lbs., add to this the weight of structure itself, 120,334 lbs., making the whole resisting force to contraction of chains equal to 601,357 lbs.

The experiments hitherto made in the relative values of strength of iron at different degrees of temperature have been so imperfect and desultory, that no rule of percentage can be adopted. From those made under the direction of the Franklin Institute, it was found that at high degrees of heat, the strength was greater up to a certain point than at ordinary temperatures; this was noticed particularly by experiments made commencing at 32° , and increasing by intervals of 180° up to 570° .

Even here the effects were not similar in different kinds of iron.

The results of Mr. Fairbairn's experiments on cast iron would prove a deterioration of strength between the temperatures of 32° and 16° , of the proportion of 919.7 to 800.3. I am not aware of any data that can be found at temperatures of extreme cold. It is much to be regretted that they do not exist, as at present all calculations on this point must be uncertain. From calculations I have made, the truss without the auxiliary suspension chains should have sustained a greater load than it was taxed with at the time of the accident; it is also problematical that both chains should have broken simultaneously. The causes of the failure of the truss can be accounted for in various ways. Presuming that the chain broke first, the cross braces under the floor would have thrown the truss out of position, which together with the impact of the falling chain (if attached) is apparent would cause the fracture of the whole. In recommending a future structure there are numerous things to be considered. There is no doubt that the truss would be more rigid than a Suspension Bridge; but to this mode of erection in that locality there are decided objections. It has been reported to me that the congelation of the spray arising from the proximity to the Falls, has at times acquired a considerable thickness. It is thus evident that the

the truss in the direction of the Falls would be during the Winter months loaded much heavier than the other. Another objection would be the expense attending the erection of the necessary false works.

Perhaps the most durable and rigid structure would be the adoption of Iron Girders. The objections to false work apply here equally to the Truss Bridge.

Taking into consideration the amount of work done towards the erection of a Wire Suspension Bridge, I should consider it the most economical; and viewing it in this light, should under the circumstances consider it the most feasible, at the same time recommending as much elasticity to tension as is consistent with the distribution of weight and contraction to wave, a principle which I think can be adopted.

I have the honor to be, Sir, your most obedient servant,

(Signed)

RICHARD W. BURROWES.

Honorable W. H. STEEVES, Chief Commissioner Board of Works.

Report of T. T. Vernon Smith, Esquire, C. E., on Bridge at Grand Falls.

(Copy)

Saint John, N. B., 10th January, 1859.

HON. W. H. STEEVES, Chief Commissioner Board Works.

SIR,—In obedience to your instructions of the 27th ult., I have examined the Iron composing the Chains of the Grand Falls Bridge, and have collected together, as far as possible, the facts of its origin and manufacture, and now beg to submit to you the following Report as to the causes that led to the destruction of the Bridge:—

The only part of the structure that has given way, or that has to be renewed, is the main span over the River Saint John, 194 feet wide, consisting of a double wooden Truss, supported by eight intermediate points between the abutments, by posts resting on two chains passing underneath the Bridge, and anchored against each end of the woodwork and at the back of the abutments. No failure of the abutments or anchorages contributed in the least to the result, which result alone rest with the material, design, or workmanship of the centre span.

By an inspection of the plan of the Bridge on file in the Office of the Works, it will be evident that there are four causes that might contribute to the catastrophe that has occurred. Miscalculation of the strength required in the chains to support the weight likely to come upon it; bad quality of the iron employed; bad fitting of the parts composing the chains by which even with good iron a destructive strain might come upon single bars and break them successively; or finally, a want of proper allowance for the contraction and expansion of the iron due to the varying temperature to which the chains would be exposed.

I will glance at these causes separately.

First—Miscalculation of the strength required. By a reference to the last Report of the Board of Works, which contains in detail the specification and bills of materials furnished by Mr. Tomlinson with his *tender* for the work, it will be seen that the chains specified were to consist each of 4 bars of best hammered iron, each bar to be "4 x $\frac{1}{2}$ " except in the 3 middle panels, where they were to be 4 x $\frac{1}{4}$ inch, the sectional area of each chain in the centre being 9 square inches, and at the ends 10 inches. The breaking weight of good wrought iron is usually assumed at 25 tons per square inch of its sectional area, and 10 tons is considered a safe working load. The weight of the Bridge calculated from the outside weight of the materials specified, as printed in the Appendix to the Report referred to, exclusive of the anchorage, is 67 tons, and allowing a load to be placed upon the flooring, equal to an ordinary sized man of the average weight of 150 lbs. to every 3 square feet equal to 50 lbs. per foot area of the platform, or a crowd altogether of 950 men, the weight will be 63 tons, or a total weight, bridge and load, of 130 tons. A considerable portion of this, amounting at least to 20 tons, rests directly upon the abutments, leaving 110 tons to be carried by the chains, if we regard the Bridge as a simple suspension, and leave out of the question the value of the truss work in supporting the weight altogether. (See Appendix 1 and 2.)

The weight on the platform of a Suspension Bridge exerts a tensile strain upon the cables or chains supporting it, much greater than the weight itself, depending upon the length of span and the curvature of the chains. By direct experiment upon the Menai Bridge, Mr. Rhodes, the resident Engineer, found that 1 ton upon the platform of the Bridge, exerted a pressure equal to 1 ton 14 cwt. on the supporting chains. From these and other experiments a formula applicable to all cases has been deduced, which applied to the case of the Grand Falls, would show that the total supported weight, assumed at 110 tons, would exert a strain on the iron bars equal to nearly 183 tons, (see App. 3,) to support which was provided a sectional area in the chains of 20 square inches, capable of sustaining with safety 200 tons.

Subsequent to signing the contract, an increase in the size of these chains was permitted by the Chief Commissioner, and the dimension of the bars was altered to $4\frac{1}{2}$ instead of $4\frac{1}{4}$ for the links near the abutments, making the sectional area of the 2 chains 24 square inches, which, for a Suspension Bridge, would be sufficient, if made of common cast iron, to have borne the weight proposed, and if the wrought iron was of ordinary character, would have carried a railway train of loaded carriages extending the full length of the platform.

In these calculations I have omitted the influence of the frost in weakening the iron. It has been suggested that the very low temperature at the time of the accident might have had this effect. The actual influence of extreme cold on the tensile strength of iron is a subject on which little at present is known by direct experiment. Above the freezing point of water the little difference in the strength of iron that has been found to exist is of no practical account, but as there is a definite increase of strength as the temperature rises, it is reasonable to suppose that below the freezing point of water, a loss of temperature occasions a corresponding loss of tensile ability. The experience of every man in this country shows that in extremely cold weather wrought iron is subject to fracture in a very peculiar and often unexplained manner, and although accidents from this cause may generally be traced more to want of elasticity than to want of strength, yet the element of frost is not to be disregarded in Iron Bridge building in this country. Judging from analogy, and supposing the evident tenderness of wrought iron in frosty weather to arise from the contraction of the particles composing the metal drawing the minute crystals out of the range of each other's attraction of cohesion, we may easily suppose a large grained, coarse iron, such as exhibited in these bars, to have been more susceptible to the frost, and more weakened by its influence, and consequently more impaired in strength than iron of a more compactly granulated steely fracture. The Iron Bridges erected at the Grand Trunk Railway in situations quite as exposed as this Bridge, and still more the experience of numerous Wire Bridges, loaded to more than half their tensile strength, do not however justify us in attributing any great diminution of tensile ability to the influence of frost, still less to suppose that any amount of cold weather in this country could so impair the quality of the iron as to have rendered a Bridge that was safe to carry a crowd of people one day dangerous for a single team the next. The actual weight of the Bridge at the time of the accident, including ice, snow, and the moving load upon it, could not have exceeded 70 tons, and supposing the whole of this to have been upon the chains, the tensile strain would only have been 117 tons, (see App. 3,) whilst the breaking strain of cast iron bars of equal size would have been 187 tons, and ordinary rolled iron 600 tons, or more than 5 times the strain upon the iron due to the weight of the Bridge at the time of this accident.

Second—The quality of the iron employed. There are only two methods of determining the quality of bar iron, either by direct experiment in the first instance, or by examining the fractured portions afterwards; no opinion can be at all formed by superficial examination, some of the worst iron having a very deceptive outside. No direct experiments that I am aware of were ever made to test the strength of these bars; nor before they left Saint John was any fractured part examined to lead to any suspicion that the bars were not all that it was expected they should be. The Sub-Contractors under Mr. Tomlinson for the supply of the iron were the Saint John Forge Company, and the annexed document marked A is a copy of the number of bars, weights and sizes supplied by them. A portion of this iron was imported by and purchased from Iron Merchants in this City, and the quantity so obtained, the
merchants,

merchants, and where known, the manufacturers names, are specified in the document marked B. Of the portion made by the Forge Company it was understood that $\frac{1}{3}$ of each bar was to be Woodstock Iron, and the other $\frac{2}{3}$ scraps, carefully selected. In taking this iron up the river it was necessary to re-load it from the Steamer on to Tow Boats, and in this trans-shipment five of the bars, as I am informed, broke, exhibiting a hard crystalline fracture, by no means indicative of good iron. These bars were subsequently repaired at Messrs. Harris & Allen's, and I suppose ultimately employed in the Bridge. This was the first indication that the iron was faulty; other bars have, I believe, since broken, but no official information was given to the Board that these fractures had taken place, nor was any examination that I am aware of made of these damaged bars to lead to any opinion on the advisability of employing the remainder. Since the accident, I have had an opportunity of examining several of the broken pieces, all of which exhibit a total want of fibre, and the large crystalline silvery appearance of burnt or cold short iron. In some of these bars the proportion of Woodstock Iron has been at least half, and in all such the tensile strength would be deficient. The difference between the two irons is distinctly visible, and whether these proportions have been accidental or designed the effect would be a low quality of brittle iron.

Of the 72 bars composing the Bridge chains, 26 appears to have been imported iron of a brand well known for its strength and fibre, and often specified in Engineering Works as a fair quality of Yorkshire Iron. Whether any of these Wilton bars broke cannot now perhaps be ascertained, but it is extremely probable that considering the temperature at the time of the accident and the height that the Bridge fell, that if not broken by the tensile strain upon them, they would be so by the subsequent fall. In such a case the want of a fibrous appearance in the iron ought not to condemn the bars as unfitted for the purpose.

The fibrous quality exhibited by wrought iron when broken in small chains, links, &c., is imparted by the processes of rolling or drawing down, and in hammered iron of the size of the bars in this Bridge, it is not and cannot be always produced. Even when it exists in the first instance, in the bars of Suspension Bridges, Railway axles, and other situations exposed to constant vibrations, it soon loses this quality and becomes crystalline. The fibre is not always an indication of the adaptability of iron for such purposes, and steel without fibre bears double the tensile strain of the fibrous iron from which it was manufactured.

The intention of the Specification was to have as good an iron as could be manufactured. The Saint John Forge Company had previously turned out extremely good work, and the cranks of the "Emperor" Steamer requiring the best iron made had been completed satisfactorily before the order was given. The desire to give employment to our own mechanics was not in this instance permitted to overrule other prudential considerations, and the increased dimensions of the bars, after it was decided to use New Brunswick iron, provided such an excess of strength, that no risk was encountered on that score. The scrap portion alone of the bars of the size made was four-fifths of the intended size as specified, and which would have borne more than three times the weight that was ever placed upon it, if no other strain had occurred.

Third—A want of proper fitting or adjustment in the length of the bars, so as to have exposed them to undue strains. As before explained each chain consisted of 4 bars, each of which was expected to bear an equal proportion of the weight. The ends of the bars were finished with a forged eye through which holes were drilled, the bars of one series or link alternating with those composing the next link, and one bolt passing through them all. In drilling these eyes some difficulty was experienced in getting them all of an exact length, and with the most careful adjustment this was evidently a very delicate operation. From the manner in which the chains broke a possible inaccuracy of workmanship in this particular was not exhibited, and though it may have occurred, it does not appear to have shown itself in the final catastrophe.

In comparing Suspension Bridges, the chains of which are composed of bars jointed as those at the Grand Falls, with the same Bridges hung on wire cables, as is usual on this side the Atlantic, one of the great advantages claimed for the latter is the dispensing with these joints, and the consequent certainty that each member of the system carries its fair proportion of the strain, but the actual strength of the iron per square

square inch of the wire, does not give it such an advantage over bars or rods as might at first sight appear, and very little wire is made the tensile strength of which exceeds bar iron more than 30 per cent., and hammered iron has been made to equal the tensile strain of the ordinary wire used in these Bridges. At the Suspension Bridge, at Saint John, the mean breaking strain of each wire was found to be, on an average, 840 pounds, when hung in the same curve as the Bridge itself, and the tensile strength of the 3,090 wires is consequently 1,125 tons. The size of the wire is what is known as No. 10, the diameter a little more than $\frac{1}{8}$ of an inch, and the area of its cross section 0.135 of an inch. The whole area of the whole of the cables is therefore 40.5 square inches, and the strength being 1,125 tons, gives under 28 tons per square inch as the tensile strength, an amount of strain that has frequently been borne by superior brands of hammered iron, even in bars of a rather larger section.

The construction of the Grand Falls Bridge therefore on wire cables, instead of these bars, would not have had the effect of improving its strength so much as might be supposed. To whatever cause the breakage of the Bridge may be attributed, the substitution of wire cables would not have been prevented from the additional strength of wires over bars, and the difference between the safe strain borne by the one over the other, would not have been so much as the difference in the load carried by the Bridge itself on the day of its opening and at the time of the accident.

Fourth—The last cause that can be assigned for the breakage of the chains is the uncompensated contraction of the chains fastened at the ends to the truss work, and anchored back in addition to the masonry of the abutments. At the time of the accident the thermometer was said to be 30° below zero; when the chains were adjusted it was probably 60° above, a difference of 90° of temperature, equal to half the range between the freezing and boiling points of water. The contraction of the iron due to this variation, is 1 inch to 135 feet, or about $1\frac{1}{2}$ inches for the length of the chains at the Grand Falls between the points of attachment to the truss work. If this truss work had been all of iron, and the chains anchored alone to its extremities, like Mr. Brunel's Great Bridge over the River Wye on the South Wales Railway, the contraction and expansion of the superstructure would have been simultaneous with the chains, and the points to which the latter were attached would have moved inwards and relieved the strain, which must otherwise come upon them from the shortening links of the cables, but at the Grand Falls this horizontal inward movement was prevented by the additional anchorages in the abutments, the connecting links between which and the ends of the truss work being also under contraction, afforded no relief for the Bridge in this direction. If the arrangements of the truss work be examined, it will be found that a diminution of the temperature, and a consequent shortening of the iron rods which connect the top and bottom chords together, will have the effect of lengthening rather than shortening the truss work. These bolts, 7 $\frac{1}{2}$ feet long, would contract nearly 1-16th of an inch each on the morning of the accident, and this contraction on 148 bolts, acting perpendicularly against the diagonal stints that compose the remainder of the interval between the chords, must have formed a leverage, the elongating power of which must have imparted a rigidity to the whole truss work, sufficient to deprive it of its ordinary elasticity, and render it practically a rigid solid beam, 7 feet deep. The new unseasoned condition of the timber, must also be taken into account, and the action of the frost in expanding the pores and swelling every detail, be considered as intensifying the action of these truss bolts to add immensely to the rigidity of the superstructure. It is usually considered, however, that the contraction of the iron bars in these trusses have merely the effect of lightening the joints and stiffening the Bridge, without altering the length, and that in extreme cases of cold weather, with new work and unseasoned timber, a Bridge in this situation is practically elastic and incapable of any motion analogous to bending without great danger of breaking. The posts connecting the truss work with the chains, were attached at the foot to the same bolt that formed the joints between each two links of the main chain, and at the top they were braced and stayed in every direction to the truss work. The only motion allowed them therefore during the contraction of the chain, was vertical, and as these links varied in length, increasing towards the abutments, it is impossible to see how this vertical motion could, especially in the centre of the span, equally relieve the contraction taking place between their

their lower extremities. The posts, therefore, must have been drawn inwards towards the centre, and the strain increasing towards the abutments, would concentrate in the last panel, the shape of which, being triangular and consequently opposing a more powerful resistance, would in effect carry the whole of this uncompensated local contraction. The four chains, it must be observed, broke in the last panel, apparently at the same time, showing that the 16 bars which composed them, were all strained beyond their tensile ability by some power operating upon them all equally.

The three middle panels of the Bridge had in addition to the supporting chains an arrangement of bars coupling the truss work, $31\frac{1}{2}$ feet from the centre of the span on each side to the foot of the post at the opposite end of the Bridge, at an equal distance from the centre, forming a diagonal truss under the middle of the Bridge extending under one third of the whole structure. These diagonal bars being of iron would of course contract and expand in an equal ratio with the chains, and being longer than the links connecting the bottoms of the same posts by as much as the hypotenuse of a right angled triangle is longer than the base, would, of course in this instance, take the major part of the strain. These bars would tend therefore to relieve the pressure that ought to have been carried by the three centre links of the main chain, and throw an additional weight due to their contraction on the portion of the chain between the abutments and the point of attachment of these diagonals. But the whole mischief of these diagonals was not alone confined to the unequal distribution of the weight on the main chains. By drawing together the bottom of the two posts to which they were attached at the lower extremities, and relieving to a certain extent the main chains between these posts from the strain upon them, the two intermediate posts in the centre of the span were not pressed upwards in an equal ratio with the others, and the raising of the truss work through which alone any compensation could be effected for the contraction of the chains, was thrown upon the posts near the abutments, acting at a greater disadvantage and with an immense leverage against them. The truss work therefore, instead of being pressed upwards with an uniform pressure on each post, had to be raised by the exertion of forces exerted only near its extremities, the extremity itself being bound down to the abutment and incapable of motion by the weight of the chains upon it, and by the links connecting the end of the truss to the anchorages at the back of the abutments. In ordinary trussed Bridges, such as is represented by the superstructure of this Bridge, it is an invariable result that when from any cause a straight Bridge is over loaded or deflected below the horizontal, the chords are bent—not in the shape of the segment of a circle but in a probable curve—and that although the depression is the greatest in the middle, yet the bending is quickened near the abutments, where crushing in these Bridges always occurs first. If we regard the Grand Falls Bridge as a truss acted upon upwards by a force equal to what would be exerted by these chains in their endeavour to shorten $1\frac{1}{4}$ inches, the effect will be precisely the same from the way in which the ends were bound down as if the same weight were applied in the ordinary way upon the Bridge, except that the motion will be upwards instead of downwards; and although the absolute rise of the truss would be greatest in the middle, yet the bending would take place more severely near the abutments; and had the truss been sufficiently elastic and acted upon by all the posts equally, the resultant figures would have been a mean between a parabola and a circular segment.

The distance between the points of attachment of the chains to the truss was about 194 feet, and with a deflection of 15 feet, the length of the chain calculated in an arc of a circle would be 197.075 feet. (See Appendix, iv.) This contracted $1\frac{1}{4}$ inches would give the length of the circular arc 196.95 feet, the verted line of which with the same chord is 14.649 feet, or a rise of about $4\frac{1}{2}$ inches. This is assuming everything to have been elastic, and the arc both of the chains and truss to have been circular; but allowing for the parabolic form of the compressed truss, and also for the unequal distribution of the weight due to causes previously mentioned, the rise in the middle would probably be little over $3\frac{1}{2}$ inches, two thirds of which would be necessary between the abutments and the posts to which the diagonals were attached, or 64 feet.

It is impossible to calculate exactly what strain would be required to bend so powerful a truss, stiffened as before noticed by every bolt and brace about it, and cause it to deflect over two inches in 64 feet. But if we assume as an extreme that

the iron had the same tensile strength as the wires at the Saint John Suspension Bridge, or 28 tons per square inch, we shall have a power of $28 \times 24 = 672$ tons, available but inadequate to the purpose, or 336 tons for each truss. In this case the truss is in the position of a beam fixed at both ends and loaded uniformly over its whole length, and the strain on the chains would consequently exert a power equal only to one third the strain on a truss loaded in the middle and supported freely at both ends, or 112 tons.

By the usual formula for Truss Bridges, (see Appendix, v.) 112 tons would exert on this truss a horizontal strain tending to compress the bottom chord, or extend the top one equal to 128 tons. The top chord, as the weaker of the two, would probably yield to extension or torn asunder before the bottom one would be crushed; and if we assume that only two thirds of the area of the top chord as given in the Specification, (16×8 inches,) would be available to resist extension, we have an area equal to 86 inches to carry a strain of 128 tons, or $1\frac{1}{2}$ tons to the square inch, an amount altogether inadequate to bend and shape the truss work to such a curve as would enable the chains to contract freely to the extent necessary, and less than one third of the strain per square inch (12,240 lbs.) that White Pine is capable of carrying.

The general arrangement of this Bridge, a combination of a trussed beam and a suspension system, is not new, but the details are worked out differently from previous examples. In its normal form of a simple beam with an iron truss rod underneath, it is probably the most common description of Bridge on the private Railways around the Colliery and Iron Works in England and Wales, where it is constantly employed in spans of from 30 to 80 feet. For larger structures, Robert Stevenson, of Edinburgh, used this principal frequently. The first Bridge erected by him over the River Almond, in Edinburgh, with tension bars, was opened in 1821. Two Bridges subsequently over the Ness, in Invernesshire, one of them 138 feet span, and the other 93, and a third over the White Adder, by the same Engineer, have been repeatedly copied and quoted as the best and cheapest form of construction for certain localities. More latterly Mr. Brunel has adopted the system on the South Wales Railway, where Locomotives on the seven feet gauge, weighing over 50 tons, are commonly employed. All these Bridges have a wooden superstructure with iron chains or bars running underneath, and strussed against the ends of the same, with posts or props between the two as at the Grand Falls. In the Civil Engineer and Architect's Journal for 1841, page 213, (now in the Legislative Library,) will be found a plan for a Railway Bridge almost identical with the Grand Falls, but 150 feet span. The breaking weight in the middle is calculated for 170 tons; and on examination it will be found that the weight of iron in the main chains to carry the enormous load is only about half that employed at the Grand Falls. Neither this Bridge nor any of the others mentioned have any heavy trussing in addition to the chains, yet there is no doubt of the soundness of the principal upon which they were built. In Bollman's Iron Bridges on the Baltimore and Ohio Railway, and in Mr. Brunell's Bridge over the Wye, one of the widest spans that has yet been attempted, and in others of the same kind, tension bars anchored from the top chord support the roadway, and heavy trussing is employed; but in these instances the top chord is also of iron, and no other anchorage is permitted, so that the shortening of the top and bottom is simultaneous.

To make these Bridges available therefore under the circumstances of contraction and expansion, they require either that the superstructure or roadway shall be of iron, to contract equally with the chains, without anchorages in the abutments, or the roadway must be sufficiently elastic to "float" on the chains as in ordinary Suspension Bridges, when the anchorages must be distinct from the Bridge, and secured into or at the back of the abutments.

At the Grand Falls, both systems were attempted to be combined, and when contraction occurred beyond a certain limit, determined by the elasticity of the material, one or the other must fail.

I have the honor to be, Sir, your obedient servant,

(Signed)

T. T. VERNON SMITH, C. E.

APPENDIX TO CALCULATIONS.

I. Weight of the Bridge unloaded.

	Tons.	lbs.
33,009 feet of Timber, B. M., estimated at 50 cubic feet to a ton of 2,240 lbs.	55	
27,563 lbs. wrought Iron, less 5,069 lbs. in anchorages,	10	94
Cast Iron in Sockets, Washers, &c.	1	314
Add for Spikes, Paint, and Sundries,		1832
Total weight,	67 tons.	

N. B.—The wrought iron in the Bridge exceeded the quantity mentioned in the Bills over 2 tons, but the weight of timber, calculated from the Bills furnished, is very much in excess of the weight actually used.

II. Platform or Flooring.

$190 \times 15 = 2850$ square feet, at 50 lbs. per foot, $\frac{2850 \times 50}{112 \times 20} = 63$ tons.

Total weight of Bridge fully loaded, 130 tons.

$\frac{2850}{3} = 950$ men, average 150 lbs. each.

III. Formula for strain on Suspension Bridge Cables.

T = tension in tons.

W = suspended weight in tons = 110, Bridge loaded.

X = versed sine of catenary curve = 15 feet.

Y = $\frac{1}{2}$ span or chord in feet = 95 feet.

$$\begin{aligned} \text{By formula } T &= \frac{W}{4x} \times \sqrt{4x^2 + y^2} \\ &= \frac{110}{4 \times 15} \times \sqrt{4 \times 225 + 9025} \\ &= 1.833 \times \sqrt{9925} \\ &= 1.833 \times 99.64 \\ &= 182.64 \text{ tons strain on cables loaded.} \end{aligned}$$

If W = 70 tons as assumed at time of accident,

Then $T = \frac{70}{60} \times 99.64 = 116.25$ tons strain on cables light.

IV. Length of the chains calculated as the arc of a circle and versed sine of the arc raised by the contraction.

X = $\frac{1}{2}$ span or chord = 97 feet.

Y = versed sine or catenary = 15 feet.

Then, chord of $\frac{1}{2}$ arc = $\sqrt{x^2 + y^2} = 98.153$,

And length of arc = $\frac{8 \sqrt{x^2 + y^2} - 2x}{3} = \frac{8 \times 98.153 - 194}{3} = 190.074$ feet.

And 197.074 ft. $-(1\frac{1}{2}$ in.) = 124 ft. = 196.95 length under contraction.

C = $\frac{1}{2}$ chord of new arc.

Then $\frac{8C - 194}{3} = 196.95$; $8C - 194 = 590.85$; $8C = 784.85$; and $C = 98.1$;

And $\sqrt{98.1^2 - 97} =$ versed sine of contracted arc;

$\sqrt{9623.61 - 9409} = \sqrt{214.61} = 14.649$ versed sine in feet;

And $15 - 14.649 = 351$, or 4.212 inches rise in centre.

V. Formula for horizontal strain on Truss Bridges.

H = Horizontal strain.

S = Span or chord 64 feet to diagonal posts.

W = Weight on Bridge Truss 112 tons.

H = Height of the Truss work = 7 feet.

By Formula $H = \frac{SW}{8H} = \frac{64 \times 112}{8 \times 7} = 64 \times 2 = 128$ tons strain, applicable to oppose the pressure of the Truss work.

(A.)

(Copy.)

Mr. Joseph Tomlinson to Saint John Forge Company, Dr.

To	8 Links	23 3/4	&	4 x 1/2	2033	
	8 "	" "	" "	" "	2065	
	8 "	22	" "	" "	1946	
	8 "	" "	" "	" "	1946	
	8 "	21.4	" "	" "	1828	
	8 "	" "	" "	" "	1832	
	12 "	20.11	x 1/2	1/2	2468	
	12 "	" "	" "	" "	2479	= 148 0 20
	8 "	9.3	x 4	x 1/2	852	
	8 "	6.0	x	" "	592	
	4 "	5.0	x 1 1/2	x 1 1/2	576	
	4 "	15.0		" "	1258	
	4	Anchor Pins,	4.6	x 3 dies,	359	
	4	" "	3.6	" "	305	
	16	Screw Ends,	2 1/2	dies, 70 Wood,	1038	
	1	Link	11.6 1/2	x 1 1/2 x 1 1/2	254	
	1	"	10.6 1/2	x " "	225	
	1	"	10.0	x " "	210	
	1	"	9.2	x " "	205	
	2	Pins,	15 in. long,	& 2 do. 15 1/2 x 2 1/2 dies,	98	
	4	"	22	" do.	152	
	16	"	2 1/2	dia.	294	
	8	Links diag'l	23 ft. x 13	x 1/2	1734	
	8	"	" 19	" "	1460	
	4	Cross Bars,	2.0 ft. x 4	x 3,	212	
	32	Gibs and Keys,			378	
	12	Links with Eyes,	1 1/2	1 1/2,	2192	
	8	do.	18 ft. x 3	x 1/2 } 12 Pins for do.	2356	
	8	do.	6 " x	" }		
	4	Pins,	2 1/2	dia.	60	
					133	0 4
					281	1 6

(Signed)

T. E. G. TISDALE,
Pres. St. John Forge Co.

(B.)

(Copy.)

					Tons.	cwts.	qrs.	lbs.
Total weight of Iron,	....	....	....	....	14	1	1	6
Bought—Imported by W. Tisdale & Son, best Wilton Crown Brand,					3	19	2	21
" From Alexander Yates, Brand unknown,	....	....	....	....	0	11	1	17
" From W. W. Whelply, Wilton Crown Brand,	....	....	....	....	0	14	3	11
" From Harris & Allen, Brand unknown,	....	....	....	....	0	15	0	19

Weight of imported Iron in links, about 2 tons 15 cwt. Of the balance, one-third only was Woodstock Iron, the remaining two-thirds was scraps carefully mixed.

(Signed)

T. E. G. TISDALE,
Pres. St. John Forge Co.

Communication from the Chief Commissioner of Board of Works.

(Copy)

Office of Public Works, Fredericton, 31st January, 1859.

Hon. S. L. TILLEY, Provincial Secretary,

SIR,—In compliance with the directions of His Excellency the Lieutenant Governor in Council, the services of R. W. Burrowes, Esquire, Civil Engineer, from the E. & N. American Railway Works, was engaged, who proceeded in company with the undersigned to the Grand Falls, and made a thorough examination of the Works at that place, after which Mr. Burrowes submitted the annexed Report.

It will be seen by reference to the Annual Report of this Department of last year, that the particular sites for the Bridges and locations for the Roads at the Grand Falls were made by the Honorable James Brown, accompanied by Mr. Tomlinson, in August 1857, and that upon examination it was found necessary, in order to make the main Bridge available and render the communication complete, to make the following erections, viz:—

A Bridge over the main River at the termination of Broadway, with a span of 190 feet :

A Bridge over ravine or chasm on the eastern side of the River, 150 feet in length :

A third Bridge over Little River, with a span of 80 feet and a total length of about 250 feet :

The Roads connecting the Bridges over the intervalle at Little River Valley, and up the hill on the northern side, the approaches to all the Bridges, and a portion of the Road up Broadway on the western side.

The design and plans for these works were subsequently made by Mr. Tomlinson, and after an examination of them by T. T. Vernon Smith, Esquire, C. E., together with their details, bills of materials, &c., arrangements were entered into with Mr. Tomlinson for the erection and completion of the whole works for the sum of five thousand pounds, to be finished and completed on 1st December 1859. Copies of agreement, specification, bills of material, and general detail, were published in full in the Appendix of last year's Report.

For the faithful performance of this Contract, which provides that the Contractor shall be responsible for the stability of the work to be done by him, and for all losses or injury sustained until the same shall be finally taken off his hands by the Board, Mr. Tomlinson also gave the usual Bond for double the amount of the Contract, £10,000, signed by himself and two other unobjectionable sureties.

Some additions and enlargement of the work were subsequently considered necessary by Mr. Tomlinson; these proposed changes, after having been submitted to Mr. Smith, were allowed to be made; this circumstance, together with other additional work unforeseen at the time of entering into the Contract, would have increased Mr. Tomlinson's claim to about £5,500 upon the completion of the whole work.

In the month of November Mr. Tomlinson informed the Board that, owing to various causes of detention and delay, he could not possibly finish his Contract at the time provided by the agreement, and that parts of the work could not be entirely completed before Spring.

On the first day of December all the works were very nearly finished except the Bridge over the main River, which was sufficiently advanced to admit of passengers and teams passing over it. A few days subsequently, however, intelligence was received that the chains had fallen and that the Bridge over the main River had fallen; on receiving this information the Board procured the services of R. W. Burrowes, Esquire, Civil Engineer, as aforesaid.

The portion of the work destroyed comprise the Truss and chains over the main River, 190 feet in length; all the screw bolts and a part of the other material in the Truss will be saved, and can be used in the new structure, the value of which will be about £250.

Estimate of the expense to renew the portion of the works destroyed upon the principle recommended by Mr. Burrowes' Report :—

New Truss and other work in connection,	£820	0	0
Masonry for increased height of Piers, say 200 yards at 60s.	600	0	0
Suspension wire chains,	300	0	0
Anchorage, incidental expenses,	280	0	0
	<hr/>		
	£2,000	0	0
Amount due Tomlinson for Contract when finished, £620	0	0	
Masonry not in original Contract, required for Piers, 600	0	0	
Materials saved from Truss,	250	0	0
	<hr/>		
	1,470	0	0
Amount to be provided for by Mr. Tomlinson or his Sureties, ...	£530	0	0

Respectfully submitted.

(Signed)

WM. H. STEEVES.

From Provincial Secretary to Chief Commissioner Board of Works.

Secretary's Office, 5th March, 1859.

SIR,—In reply to your inquiry I beg to inform you that no Report whatever of any Inquest held on the bodies of the two men who were on the Grand Falls Bridge at the time when it fell, has been received at this Office, nor am I aware that any Inquest was held on the bodies of these men.

I have the honor to be, Sir, your obedient servant,

S. L. TILLEY.

The Hon. W. H. STEEVES, Chief Com. Public Works.

Copy.—ASA COY.

From R. W. Burrowes, C. E., to Chief Commissioner Board of Works.

Engineer's Office, E. & N. A. R., Salisbury, 31st Jan. 1859.

The Hon. W. H. STEEVES, Chief Commissioner Board of Works,

DEAR SIR,—In answer to a Telegraph from Mr. Crookshank, expressing your wish for an early estimate on the cost of a future structure at Grand Falls, I take this earliest opportunity of giving you as near an approximate as an absence from all notes and certain data will allow. Presuming that you allude to that recommended in my report to you, (a Suspension Bridge,) with the adoption of the towers or rather walls for sustaining cables, which I mentioned to you as economical and consistent with the masonry already erected, I have estimated the amount at from £2,100 to £2,300, which sum I think sufficient for a good structure.

I have no means of ascertaining the cost of transporting material from Saint John to Grand Falls, neither have I the plans necessary for a close estimate.

In my letter to you of the 20th instant, I could only form a rough idea of the cost of the wire delivered, which I think I mentioned at from £200 to £250.

I shall return to Saint John as soon as my present arrangements will allow, and on arrival at Saint John telegraph you.

Yours truly,

R. W. BURROWES.

Copy.—ASA COY.

POST OFFICE DEPARTMENT.

THIRD REPORT OF THE POSTMASTER GENERAL OF NEW BRUNSWICK.

GENERAL POST OFFICE,
FREDERICTON, 31st October, 1858.

*To His Excellency The Hon. John Henry Thomas Manners-Sutton, Lieutenant Governor
and Commander in Chief of the Province of New Brunswick, &c. &c. &c.*

MAY IT PLEASE YOUR EXCELLENCY,

I have the honor to lay before Your Excellency the Third General Report of the Post Office Department, together with the following Returns, viz:—

- No. 1. A Statement shewing the amount received for Postage Stamps sold during the past thirteen months.
- No. 2. A Statement shewing the Receipts and Expenditure of the Department for the same period.
- No. 3. Recapitulation of the Revenue and Expenditure of the Department.
- No. 4. A Detailed Return of the Revenue and Expenditure of the Department.
- No. 5. A Statement shewing the Names of the Postmasters, Clerks, Assistants, and Letter Carriers, connected with the Department, with the names of office, date of appointment, and amount of their respective Salaries.
- No. 6. A Report of Way Offices in New Brunswick, shewing the Counties where situate, the names of the Way Office Keepers, &c. &c.
- No. 7. Report of existing Contracts for conveyance of Mails, shewing the date of each Contract; names of Contractors; the Routes embraced and the length of each; the number of miles contracted for, and annual payments for contract.
- No. 8. Report of Fines and Deductions from the Pay of Contractors for lost time or other cause.
- No. 9. Report of New Post or Way Offices established during the year.
- No. 10. Report of Letters of Value received at the Dead Letter Office.

In accordance with the recommendation in my last Report, the Fiscal Year of this Department has been made to end on the 31st October instead of the 30th September as heretofore. This change has made it necessary that the present Report, and the Accounts and Returns connected herewith, should embrace a period of thirteen months, but it will secure the uniformity so desirable in the future Accounts and Estimates of all the Public Departments.

The hope expressed in my last Report that the staff of the General Post Office might be reduced, has been realized. In December last, the number of Clerks was reduced by one; and the services of a Messenger, at a salary of £60 per annum, were at the same time dispensed with. Although this change necessarily increased the labour of the remaining Clerks, the efficiency of the Department has not been materially diminished.

The Regulations and Instructions for the various branches of the Department, referred to in my last Report as in course of preparation, have been completed, approved of by Your Excellency in Council, and published. They have been compiled with much care, and with special reference to the Provincial Statutes relating to the Post Office, and the various Tables of Postage Rates, whether British, Colonial, or Foreign. Without such printed regulations, it frequently became necessary to incur expense in giving personal instructions to newly appointed Postmasters and Way Office Keepers, but with such instructions, plainly defining the various duties of each officer, this expense will be in a great measure avoided, and a more certain and systematic performance of those duties will, I trust, be secured.

The

The Act requiring Declarations to be made at the Post Offices by Shipmasters, Title IV. of the Revised Statutes, Chapter 40, "Of the Post Office," was, during the last Session of the Legislature, amended according to the recommendation in the Report of 1857. The provisions of that Statute, and of the amendment thereto, are specially referred to in the Regulations, their observance enjoined, and the manner of carrying them into effect particularly defined.

There has been one new Post Office created during the past year, viz. at Carleton, in the City and County of Saint John, where there had formerly been a Way Office only. The increasing business and population of Carleton called for this further accommodation. The Post Offices are now 39 in number. Some increase has been made in the number of Way Offices since the 30th September 1857, but as they are shewn in the Report of new Post and Way Offices, No. 9 in the Appendix, I do not deem it necessary further to remark on these changes.

The distance over which the Mail Rides at present extend is 3,006 miles, being an increase of 348 miles over that of last year. The distance travelled on the Mail Rides during the past thirteen months is 571,236 miles, being an increase of 23,516 miles over that travelled in the previous year. The cost per mile travelled is about 2 7-8d. against 2 12-13d. last year.

The great increased Mail accommodation afforded by this 23,516 additional miles travelled, has only occasioned an expenditure of £97 7s.

The gross Revenue of the Department, as per Account, is	£10,643 10 8½
From which deduct Dead and Missent Letters,	£382 17 10
And Packet Postage to Great Britain,	1,346 6 9
	1,729 4 7
Leaving a net available Revenue of	£8,914 6 1½

Taking twelve-thirteenths of this sum for comparison with the year 1857, there would appear an increase of £230, while the Revenue of 1857 gave an increase of £107 17s. 2½d. over that of 1856. It will thus appear that, notwithstanding the commercial depression, the Revenue of the Department is steadily improving.

The whole expenditure of the last thirteen months, exclusive of the Postmaster General's Salary, is £14,934 0 2½, and the amount received in aid from the general revenues is £6,019 14 1; twelve-thirteenths of this sum will shew £5,556 13s. as against £5,963 8s. 3½d., drawn from the general revenues for the deficiency in 1857.

It will appear that while the accommodation has been increased, as well in the additional travel of over 23,000 miles, as by an increase of Way Offices, the sum required in aid from the general revenues is £400 less than during the previous year. This may be accounted for by the increase of revenue, £230; the saving of £100 in the salary of the Postmaster at Saint Andrews, whose duties were greatly diminished by the change in conveying the Mails from Bangor to Saint John; the reduction of the staff of the General Office, and the reduction in the average rate per mile in conveyance of Mails, &c.

The Ship Letter Postage collected at Saint John for the thirteen months is £441 6 11, against £576 13 7½ in 1857, but this furnishes no evidence that the Department has lost Revenue, inasmuch as the principal part of this Ship Letter Revenue was derived from the Mails by Steamers running between Saint John and the United States; and since the change in the conveyance of Mails from Calais to Saint Stephen, and thence to Saint John direct, the time consumed in the transmission of Mails between Bangor and Saint John is 24 hours less than by the former route through Saint Andrews, and I assume that a larger amount of the correspondence to and from the United States has been sent and received by the land route, with a saving of the Ship Letter Gratuity.

This view is supported by the fact that, notwithstanding a falling off of £135 in the Ship Letter Postage, the Revenue collected at Saint John is £376 more than during the previous twelve months.

The number of Dead Letters returned to the General Post Office from 30th September 1857, to 31st October 1858, is 11,778. Disposed of as follows, viz :—

Returned to the writers in New Brunswick,	.	.	4,610
Destroyed for want of name or residence of writer,	.	.	2,020
Returned to Canada,	.	.	516
Returned to Nova Scotia,	.	.	1,110
Returned to Prince Edward Island,	.	.	457
Returned to the United States,	.	.	2,360
Returned to Dead Letter Office, London,	.	.	705

During the past year I have corresponded with the Post Office Department of Canada, in reference to the great amount of unrequited labour performed for that Province by this Department, as pointed out in my Report of last year.

I called the attention of the Postmaster General of Canada to the fact, that we carried for that Province about 19 tons per annum, British Canadian Mail matter, from Amherst to the Canadian line; and that Pamphlets and Periodicals, not exceeding two ounces, were by law free of postage here, though taxed in Canada; and I urged upon him the propriety of some more equitable arrangement being made between these Provinces. This communication was met in a friendly and liberal spirit. I was informed that instructions had already been given that no bulky matter should, during the Summer, be sent through New Brunswick to England; and as respected the transit Mail matter between England and Gaspé, he had suggested to the General Post Office, London, that whatever Colonial Postage might arise upon Gaspé correspondence forwarded through New Brunswick, should be placed to the credit of this Department; and that while the Postmaster General would desire to secure the delivery in Canada of New Brunswick printed matter in accordance with the regulations in this Province, it would be inconvenient to make an exception to their general regulations applying to all printed matter posted in Canada.

We were thus relieved from the Summer labour of conveying British Canadian transit Mails, but the greatest burden, their conveyance in Winter, would yet be imposed upon us. I subsequently however received intelligence, that in future these Winter Mails would be transmitted through the United States.

I have not succeeded in effecting any improvement in our arrangement with Nova Scotia, and I fear that very decided steps will be necessary ere we obtain an equivalent for the extra labour performed for that Province, and the extra expense to which we are put in conveying our British Mails through Nova Scotia by Express, when they should be transmitted by the ordinary Mails, as we convey through New Brunswick for that Province. I cannot understand how the Department in Nova Scotia can justify the detention of our Mails arriving at Halifax in the British Mail Steamers, until after their own Mails, arriving by same conveyance, have been distributed and despatched, and then forwarding by Express at our own expense; nor is it reasonable that the Courier from Amherst to Truro should be allowed to charge New Brunswick for express service, when he conveys our Mails in the same wagon and at the same time with the ordinary Amherst Mails.

While on this subject I may remark, that our transit Mail matter through Nova Scotia is made up in Sealed Bags, and does not require to be distributed and made up in that Province. But much additional labour is imposed on the Saint John Office in distributing and making up Mail matter from the United States for the respective Post Offices in Nova Scotia, and for delivery there; and similar labour is imposed in distributing and making up Mail matter from various parts of Nova Scotia for the United States. This labour performed in New Brunswick is of great importance to Nova Scotia, for should we mail all such matter from the United States on Halifax or any one Office in Nova Scotia, it is evident that much additional labour would be imposed on such Office, and the delivery of such correspondence in many parts of Nova Scotia would be delayed for days.

During the past year it was discovered that a Money Letter, posted at the Saint John Office for transmission to Canada, had been purloined, and upon enquiry suspicion rested upon the Messenger at that Office; The numbers of the Notes had been taken by the writer, and those Notes had been given in loan by the Messenger; he was arrested, indicted, and convicted, and is now suffering the punishment of his offence in the Provincial Penitentiary. Two or three cases of missing Money Letters, posted at Chatham for Quebec, have been brought to my notice; one in particular, containing £25 in £5 Notes,

to the address of Messrs. H. J. Noad & Co., Quebec; though unregistered, it was so far traced as to satisfy me that it had passed safely through this Province. It bore the proper Postmarks of the Chatham, Fredericton, and Woodstock Offices, but the Postmark of the Quebec Office is two days later than that of a Registered Letter posted at Chatham on the same day and to the same address. The letter, though wafered and sealed with wax, had been ingeniously opened without removing or defacing the Stamp impressions, and again closed by inserting a piece of gummed tissue paper. The whole of this enquiry has but confirmed my opinion that Registration adds greatly to the security of correspondence by Mail.

I subjoin to this Report copies of a Circular from Downing Street, on the subject of prepayment on British Correspondence, and my Report thereon.

Respectfully submitted.

J. M. JOHNSON, JUN.

Secretary's Office, 25th March, 1858.

SIR,—The enclosed Despatch, dated Downing Street, 15th February 1858, recommending the compulsory prepayment of Letters sent from this Province to Great Britain, is referred to you, by direction of His Excellency the Lieutenant Governor, for your Report thereon.

I have the honor to be, Sir, your obedient servant,

S. I. TILLEY.

The Hon. John M. Johnson, Postmaster General.

(Circular)

Downing Street, 15th February, 1858.

SIR,—It has been ascertained by the practical effects of the two systems of optional prepayment of Postage on Letters, and of compulsory prepayment, that the latter system is in every respect preferable.

Under the system of optional prepayment, much time is consumed by the operations of charging Letters with Postage, and more time is wasted in collecting the Postage on Letters, to say nothing of the labour and responsibility which are entailed on the Officers of the Post Office, who have to keep Accounts with the Letter Carriers.

Under the system of compulsory prepayment, all these inconveniences are avoided.

Such is the beneficial result of the arrangements which have been in operation between this Country and the Australian Colonies during the last twelve months, and Her Majesty's Government have resolved to extend at once the system of compulsory prepayment of Postage to all those Colonies the Posts of which are under the control of the Post Office.

The question, then, which I offer for your consideration, is, whether your Government is prepared to establish a similar arrangement between this Country and New Brunswick.

All that your Government need do, is simply to require that the Postage on all Letters for the United Kingdom shall be prepaid at the places where they are posted.

It is true, that the system of compulsory prepayment is not entirely free from some degree of public inconvenience, or rather, I should say, of inconvenience to certain individuals, as it entails the necessity of sending back to the senders Letters on which prepayment of the full amount of Postage has been neglected.

As a practical remedy against that inconvenience to individuals whose neglect may have proceeded from inadvertence, it is proposed to apply the rule of the Colonial Book Post, under the following regulations:—

1st. That all Letters dropped into Letter Boxes, either wholly unprepaid, or on which payment has been made of less than a single rate of Postage, shall be detained and returned to their senders;

And 2ndly. That all Letters insufficiently prepaid, or on which at least a single rate of Postage has been paid, shall be forwarded to their destinations, but charged with the deficient Postage and a fine of six pence.

The fine of six pence would be equally divided between this Country and the Colony.

Letters and Despatches for the Public Departments in this Country would be exempted from prepayment of Postage, the charge for which would continue to form matter of account between the Post Office and such Public Departments.

I have to request that you will acquaint me whether your Government is willing to accept the proposed new arrangement; and upon being apprised of such acquiescence, the Postmaster General will fix a period for carrying it out in this Country and in the Colony under your Government simultaneously.

I have the honor to be, &c.

General Post Office, Fredericton, 14th April, 1858.

SIR,—In reply to your Communication of date 23rd March last, enclosing a Circular from Downing Street, on the subject of prepayment of Correspondence to the United Kingdom, for my Report thereon, I have to state for the information of His Excellency the Lieutenant Governor, that in my opinion a change of the nature proposed would not add to or diminish the labour of this Department to any great extent. The trouble of collecting the prepaid Postage would be equivalent to the labour of collecting on unpaid Letters to New Brunswick.

The system proposed would entail some additional labour on the Department in returning to the writers Letters on which a single rate of Postage had not been paid, and the Postmasters' duty would be increased in ascertaining and taxing the different Postage on Letters insufficiently prepaid. The Despatches to the Public Departments in England, being unpaid, would require to be weighed in a separate parcel and entered in the Letter Bill. All unpaid Correspondence for Great Britain is now so weighed, and the Letters are not separately taxed here. The inconveniences mentioned in the second paragraph of the Circular do not arise in New Brunswick, as Saint John and Fredericton are the only places where we have Letter Carriers. The Revenue of this Department would not be affected by the change. To the Imperial Department the question is no doubt of importance for the reasons mentioned in the Circular. There would be a great saving of labour to the Post Offices in London and Liverpool in particular, but to New Brunswick the question is simply one of convenience or inconvenience to the public, and to the rural no less than the commercial portion of that public. The remedy proposed for some of the inconveniences to individuals under Regulations 1 and 2, set forth in the Circular, would not be efficient for some years. It would be impossible that the very many settlers in remote districts, who may desire to correspond with their friends in Great Britain, should understand their Letters being detained or returned for Postage, or that a fine of six pence would be exacted where the Letter was insufficiently prepaid; and in country places where such Letters were mailed at Way Offices, constant mistakes would occur in receiving and taxing these Letters, and the correspondence be detained, or the fine imposed, without the fault of the suffering party.

In the present state of the country it is not possible to obtain a set of Way Office Keepers who could carry out this system correctly, nor could the Postal Revenue afford sufficient salaries to induce such persons to undertake it.

I have the honor to be, Sir, your obedient servant,

J. M. JOHNSON, JUN.

The Hon. S. L. Tilley, Prov. Secretary, Fredericton.

APPENDIX TO THE AFOREGOING REPORT.

No. 1.

Statement shewing the amount of Postage Stamps sold during the Thirteen Months ended 31st October, 1858.

DR.			
To Postage Stamps on hand at the General Post Office, 30th September 1857,			£6,194 16 9
Stamps on hand at other Offices,	...	...	202 15 9
			£6,397 12 6
CR.			
By Stamps sold during the Thirteen Months,	...	...	£1,182 3 9
Stamps on hand at Country Offices,	...	...	228 6 9
Stamps on hand at the General Post Office,	...	...	4,987 2 0
			£6,397 12 6

No. 2.

Statement shewing the Receipts and Expenditure of the Post Office Department in New Brunswick, Thirteen Months ended 31st October 1858.

RECEIPTS.

1st. Postage collected at Saint John.

Voucher.				
1	To Amount of Provincial Postage on Correspondence sent to and received from other Post Offices,	...	£2,223	12 8½
2	Amount of Way Letter Postage,	...	92	5 2
3	Amount of Ship Letter Postage,	...	441	6 11
4	Amount received on Sale of Postage Stamps,	...	323	14 9
5	Amount of Postage on Unpaid Correspondence received from the U. Kingdom, Bermuda, and Newfoundland,		611	17 11
6	Amount of Postage on Paid Correspondence sent to the United Kingdom, Bermuda, and Newfoundland,		497	5 11½
			<u>£4,190</u>	<u>3 5</u>
Memo.—Items 5 and 6 contain an amount of Packet Postage due to Great Britain, £717 3 4½ Sig. forwarded to and from the above Office.				
7	Deduct amount of Returned, Refused, Missent, Redirected, and Overcharged Letters,	...	121	18 4
				<u>£4,068 5 1</u>

2nd. Postage collected in the Country.

Voucher.				
1	To Amount of Provincial Postage on Correspondence sent to and received from the several Post Offices,		£4,961	0 2
2	Amount of Way Letter Postage,	...	351	0 2
3	Amount of Ship Letter Postage,	...	5	7 0
4	Amount received on sale of Postage Stamps,	...	858	9 0
5	Amount of Postage on Unpaid Correspondence received from the U. Kingdom, Bermuda, and Newfoundland,		127	9 5½
6	Amount of Postage on Paid Correspondence sent to the United Kingdom, Bermuda, and Newfoundland	...	139	11 0
			<u>£6,442</u>	<u>16 9½</u>
Memo.—Packet Postage due to Great Britain, £404 15 8 Sterling, forwarded to and from the above Offices.				
7	Deduct amount of Returned, Refused, Missent, Redirected, and Overcharged Letters,	...	260	19 6
				<u>6,181 17 3½</u>
8	Amount of Miscellaneous Receipts,	...	£8,527	13 11
8½	Balance of Errors against Deputies,	...	5	1 6
				<u>8,532 15 5</u>
				<u>£18,782 17 9½</u>

EXPENDITURE.

	By Balance due 30th September 1857,	...	...	...	£282	15 11
Salaries at the General Post Office* and other Offices, viz:—						
A No. 1	}	General Post Office, Fredericton,	£597	19 11		
		Post Office, Saint John,	1,085	13 4½		
		Other Post Offices,	2,446	18 6		
			<u>£4,130</u>	<u>11 9½</u>		
A No. 2	By Salaries to Way Office Keepers,	...	670	6 9		
A No. 3	Commission on Sale of Postage Stamps,	...	59	6 4		
					<u>4,860</u>	<u>4 10½</u>
					120	10 6
B	Travelling Charges,	...	...	...
C No. 1	Conveyance of Mails,	...	£8,444	9 2½		
C No. 2	Ship Letter Gratuities,	...	177	9 9		
					<u>8,621</u>	<u>18 11½</u>
					<u>£13,885</u>	<u>10 3</u>
			Carried forward,			

				<i>Brought forward,</i>		£13,885	10	3
D	By Tradesmen's Bills,	...	...	...	...	219	8	9
E	Rents and Taxes,	...	...	...	...	138	4	10
	Law Expenses,	...	...	...	...		1	10
G No. 1	Stationery, &c.	...	...	...	£574	8	1½	
G No. 2	Advertising and Telegraphing,	...	...	...	323	4	10½	
						897	13	0
H	Miscellaneous Payments,	...	...	...	...	61	19	10½
I	Remittances to England,	...	...	...	...	2,301	14	11
J	Balance of Errors to credit of Deputies,	...	...	...	...	12	9	5
	Balance due 31st October 1858,	...	...	...	...	1,264	6	9
						£18,782	17	9½

*The Postmaster General's Salary not being a charge on the Post Office Revenue, is not included in this Account.

No. 3.

Recapitulation of the Revenue and Expenditure of the Post Office Department in New Brunswick, Thirteen Months ended 31st October 1858.

REVENUE.

Voucher.								
1	To Amount of Postage collected at the Post Office, Saint John, (exclusive of Packet Postage),	...	...	...	...	£2,223	12	8½
	Amount of Postage collected at Country Offices (exclusive of Packet Postage,)	...	...	...	...	4,961	0	2
						£7,184	12	10½
2	Amount of Way Letter Postage collected at the Post Office, Saint John,	...	...	...	...	£92	5	2
	Amount of ditto collected at Country Offices,	...	...	...	...	351	0	2
						443	5	4
3	Amount of Ship Letter Postage collected at the Post Office, Saint John,	...	...	...	...	£441	6	11
	Amount of ditto collected at Country Offices,	...	...	...	...	5	7	0
						446	13	11
4	Amount received on sale of Postage Stamps at the Post Office, Saint John,	...	...	...	...	£323	14	9
	Amount received on sale of ditto at Country Offices,	...	...	...	...	858	9	0
						1,182	3	9
5 & 6	Amount of Postage on Unpaid Correspondence received from, and Paid Correspondence sent to the United Kingdom, Bermuda, and Newfoundland, by the Post Office, Saint John,	...	...	...	...	£1,109	3	10½
	Amount of Postage on Unpaid Correspondence received from, and Paid Correspondence sent to the United Kingdom, Bermuda, and Newfoundland, by the Country Offices,	...	...	...	...	267	0	5½
						1,376	4	4
						£10,633	0	2½
	Amount of Money found in unclaimed Dead Letters,	...	...	...	...	5	9	0
	Balance of Errors against Deputies,	...	...	...	...	5	1	6
						£10,643	10	8½
	Deduct Refused, Redirected, and Missent Letters,	...	...	...	...	382	17	10
						£10,260	12	10½
	Net Revenue within thirteen months,	...	...	...	...	1,346	6	9
	Packet Postage due to Great Britain,	...	...	...	...	£8,914	6	1½
						6,019	14	1
	Deficiency on thirteen months ended 31st October 1858, exclusive of Postmaster General's Salary,	...	...	...	...	£14,934	0	2½

EXPENDITURE.

A No. 1	By Salaries—					
	General Post Office,	£597	19	11		
	St. John Establishment,	1,085	13	4½		
	Country Offices,	2,446	18	6		
	Way Office Keepers,	670	6	9		
	Commission on Sale of Postage Stamps,	59	6	4		
					£4,860	4 10½
B.	Travelling Charges,				120	10 6
C No. 1	Conveyance of Mails—					
	Regular Contract Service,	£7,330	15	11½		
	Expenses,	908	4	6		
	Extra Service,	70	8	9		
	Ferriages,	135	0	0		
					8,444	9 2½
C No. 2	Amount paid as Ship Letter Gratuities at the Post Office, Saint John,	£174	5	9		
	Amount paid as ditto at the Country Offices,	3	4	0		
					177	9 9
D.	Tradesmen's Bills,				219	8 9
E.	Rent of Premises occupied as the General Post Office, Fredericton, and Post Office, Saint John,				138	4 10
F.	Law Expenses,				1	10 0
G No. 1	Stationery,				574	8 1½
G No. 2	Advertising and Telegraphing,				323	4 10½
H.	Miscellaneous Payments, Petty Expenses incurred by the Postmaster General, and the Postmaster of Saint John,				61	19 10½
	Balance of Errors to credit of Deputies,				12	9 5
					£14,934	0 2½

No. 4.

A Detailed Return of the Gross and Net Produce of the Post Office Department in New Brunswick, Thirteen Months ended 31st October 1858.

1ST.—POSTAGE COLLECTED AT SAINT JOHN.

PACKET POSTAGE.

To Amount of Unpaid Postage on Correspondence received from England, Bermuda, and Newfoundland,	£611	17	11
To Amount of Paid Postage on Correspondence sent to England, Bermuda, and Newfoundland,	497	5	11½
			£1,109 3 10½

Memo.—Amount of Packet Postage due to Great Britain, forwarded to and from the above Office, is £717 3 4 8g.

INLAND POSTAGE.

AMOUNT OF POSTAGE Collected at the Post Office, St. John, viz:—

Amherst,	£38	17	6
Annapolis,	55	15	5½
Bathurst,	14	18	10½
Bend,	73	15	2
Buctouche,	9	17	0
Calais,	801	3	7
Campbellton,	2	18	9
Carleton,	1	15	8½
Chatham,	28	12	1½
Dalhousie,	4	8	3
Digby,	43	14	8½
Dorchester,	19	10	5½
Fredericton,	276	10	5½
Gagetown,	29	4	3
Halifax,	115	19	2½

Carried forward, £1,109 3 10½

			<i>Brought forward,</i>	£1,109 3 10½
Hampton,	...	...	36 13 10	
Harvey,	...	...	7 7 5	
Hillsborough,	...	...	27 12 7½	
Kingston,	...	...	9 5 7½	
Memramcook,	...	...	2 18 0	
Montreal,	...	...	48 16 0½	
Newcastle,	...	...	9 19 11	
Oromocto,	...	...	16 8 0	
Parrsborough,	...	...	0 12 3	
Prince Edward Island,	...	...	23 3 6	
Pictou,	...	...	10 1 3½	
Richibucto,	...	...	16 6 5½	
Sackville,	...	...	52 10 0	
Salisbury,	...	...	13 17 1½	
Shediac,	...	...	32 6 3	
Sheffield,	...	...	3 0 10	
Saint Andrews,	...	...	61 17 2	
Saint George,	...	...	20 6 6½	
Saint Martins,	...	...	8 4 9	
Saint Stephen,	...	...	147 1 2	
Sussex Vale,	...	...	24 5 6	
Upham Vale,	...	...	1 4 9	
Windsor,	...	...	21 10 0½	
Woodstock,	...	...	111 2 2	
				£2,223 12 8½
Amount of Way Letter Postage at the Post Office, Saint John,			92 5 2	
Amount of Ship Letter Postage at the Post Office, Saint John,			441 6 11	
Amount received on sale of Postage Stamps at Post Office, St. John,			323 14 9	
				£4,190 3 5
Deduct Postage of Refused, Redirected, and Missent Letters, at the Post Office, Saint John, claimed in Forms No. 3 & 4,		...	121 18 4	£4,068 5 1

2ND.—POSTAGE COLLECTED IN THE COUNTRY.

PACKET POSTAGE.

Unpaid Postage received at Fredericton from England,	£100 9 5
Paid " sent from " to "	134 12 9
Unpaid " received at Sackville from "	3 17 6
Paid " sent from " to "	3 14 1
Unpaid " received at St Stephen from "	23 2 6½
Paid " sent from " to "	1 4 2
	£267 0 5½

Memo.—The amount of Packet Postage due to Great Britain, forwarded to and from the above Offices, is £404 15 8 Stg.

INLAND POSTAGE.

AMOUNT OF POSTAGE of Towns in New Brunswick, exclusive of St. John, viz:—

Andover,	...	...	£22 12 9½
Baie Verte,	...	...	45 16 5
Bathurst,	...	...	159 1 6
Bend,	...	...	252 17 8½
Buctouche,	...	...	51 16 3½
Campbellton,	...	...	52 14 6½
Cambo Bello,	...	...	11 5 4
Carleton,	...	...	89 16 2½
Chatham,	...	...	289 1 10
Dalhousie,	...	...	85 17 4½
Dorchester,	...	...	70 0 8½
Edmundston,	...	...	33 19 7
Fredericton,	...	...	1,319 5 10½
Gagetown,	...	...	107 3 1
Grand Falls,	...	...	78 15 11½
Grand Manan,	...	...	14 12 7

Carried forward,

£267 0 5½ £4,068 5 1

			<i>Brought forward,</i>	£267	0	5½	£4,068	5	1
Hampton,	...	...	£157	2	11				
Harvey,	...	...	49	10	0				
Hillsborough,	...	...	128	8	9½				
Indian Island,	...	...	3	0	0				
Kingston,	...	...	32	2	10				
Memramcook,	...	...	37	17	7½				
Milltown,	...	...	26	2	9				
Newcastle,	...	...	126	18	7½				
Oromocto,	...	...	60	2	9½				
Richibucto,	...	...	144	17	4				
Sackville,	...	...	174	9	7½				
Salisbury,	...	...	75	4	7				
Shediac,	...	...	160	10	11½				
Sheffield,	...	...	29	10	3½				
Saint Andrews,	...	...	273	8	8½				
Saint George,	...	...	137	6	0				
Saint Martins,	...	...	30	7	0½				
Saint Stephen,	...	...	148	2	2½				
Sussex Vale,	...	...	120	12	4				
Upham Vale,	...	...	8	4	11				
Upper Mills,	...	...	6	9	6½				
Woodstock,	...	...	345	12	6				
							£4,961	0	2

AMOUNT OF WAY LETTER POSTAGE by Deputies,
exclusive of St. John, viz:—

Andover,	...	...	£3	8	3				
Baie Verte,	...	...	3	18	3				
Bathurst,	...	...	18	5	0				
Bend,	...	...	1	3	6				
Buctouche,	...	...	6	10	9				
Campbellton,	...	...	0	2	6				
Campo Bello,	...	...	0	2	3				
Carleton,	...	...	0	0	0				
Chatham,	...	...	13	18	6				
Dalhousie,	...	...	8	10	1				
Dorchester,	...	...	0	0	0				
Edmundston,	...	...	1	4	6				
Fredericton,	...	...	115	2	11½				
Gagetown,	...	...	17	8	3				
Grand Falls,	...	...	3	6	6				
Grand Manan,	...	...	0	0	0				
Hampton,	...	...	9	10	2½				
Harvey,	...	...	13	13	9				
Hillsborough,	...	...	10	16	6				
Indian Island,	...	...	0	0	0				
Kingston,	...	...	1	17	9				
Memramcook,	...	...	1	1	6				
Milltown,	...	...	0	0	0				
Newcastle,	...	...	12	10	3				
Oromocto,	...	...	4	2	9				
Richibucto,	...	...	7	8	6				
Sackville,	...	...	5	9	9½				
Salisbury,	...	...	5	0	9				
Shediac,	...	...	4	1	10½				
Sheffield,	...	...	2	5	1½				
Saint Andrews,	...	...	2	6	6				
Saint George,	...	...	4	16	9				
Saint Martins,	...	...	0	7	3				
Saint Stephen,	...	...	2	5	5				
Sussex Vale,	...	...	12	14	6				
Upham Vale,	...	...	3	7	0½				
Upper Mills,	...	...	0	0	0				
Woodstock,	...	...	54	2	8				
							£351	0	2

AMOUNT of Sums received for Ship Letters by Deputies, exclusive of
Saint John,

...	5	7	0
-----	-----	-----	-----	---	---	---

Carried forward, £5,584 7 9½ £4,068 5 1

			<i>Brought forward.</i>	£5,584 7 9½	£4,068 5 1
AMOUNT of Postage Stamps sold by Deputies, exclusive of St. John :—					
Andover,	...	...	£22 5 0		
Baie Verte,	...	...	9 13 0		
Bathurst,	...	...	5 1 0		
Bend,	...	...	22 0 0		
Buctouche,	...	...	8 19 0		
Campbellton,	...	...	0 5 6		
Campo Bello,	...	...	7 10 0		
Carleton,	...	...	13 5 3		
Chatham,	...	...	100 2 0		
Dalhousie,	...	...	21 10 0		
Dorchester,	...	...	49 15 0		
Edmundston,	...	...	25 15 0		
Fredericton,	...	...	144 8 3		
Gagetown,	...	...	12 10 6		
Grand Falls,	...	...	2 5 3		
Grand Manan,	...	...	0 0 0		
Hampton,	...	...	4 7 6		
Harvey,	...	...	6 6 9		
Hillsborough,	...	...	12 7 6		
Indian Island,	...	...	0 0 0		
Kingston,	...	...	1 10 0		
Memramcook,	...	...	0 5 6		
Milltown,	...	...	12 15 0		
Newcastle,	...	...	31 11 3		
Oromocto,	...	...	2 15 9		
Richibucto,	...	...	57 1 9		
Sackville,	...	...	55 0 0		
Salisbury,	...	...	4 5 0		
Shediac,	...	...	25 10 0		
Sheffield,	...	...	7 8 9		
Saint Andrews,	...	...	55 0 0		
Saint George,	...	...	47 1 6		
Saint Martins,	...	...	15 7 9		
Saint Stephen,	...	...	31 15 3		
Sussex Vale,	...	...	5 16 0		
Upham Vale,	...	...	0 6 9		
Upper Mills,	...	...	0 0 0		
Woodstock,	...	...	36 12 3		
			<hr/>	£858 9 0	
				<hr/>	£6,442 16 9½

Deduct amount of Refused, Redirected, and Missent Letters, claimed in Forms No. 3 and 4, by the following Deputies, viz :—

Andover,	...	...	£0 13 6
Baie Verte,	...	...	0 18 7½
Bathurst,	...	...	2 8 11½
Bend,	...	...	10 14 4
Buctouche,	...	...	1 3 10
Campbellton,	...	...	5 18 1½
Campo Bello,	...	...	0 3 2½
Carleton,	...	...	2 6 10
Chatham,	...	...	50 2 6
Dalhousie,	...	...	6 2 4
Dorchester,	...	...	5 0 2½
Edmundston,	...	...	2 15 8
Fredericton,	...	...	55 18 2
Gagetown,	...	...	2 8 4½
Grand Falls,	...	...	2 7 8
Grand Manan,	...	...	0 5 2
Hampton,	...	...	7 12 2
Harvey,	...	...	2 2 9½
Hillsborough,	...	...	5 0 5½
Indian Island,	...	...	0 0 0
Kingston,	...	...	1 7 5

Carried forward,

£6,442 16 9½ £4,068 5 1

				<i>Brought forward,</i>	£6,442 16 9½	£1,068 5 1
Memramcook,	...	...	...	£1 1 0		
Milltown,	...	...	...	2 13 11½		
Newcastle,	...	...	...	6 13 2½		
Oromocto,	...	...	...	2 6 1		
Richibucto,	...	...	...	4 3 1		
Sackville,	...	...	...	5 15 3		
Salisbury,	...	...	...	1 11 11½		
Shediac,	...	...	...	3 17 1½		
Sheffield,	...	...	...	0 14 1½		
Saint Andrews,	...	...	...	14 16 0½		
Saint George,	...	...	...	4 5 6½		
Saint Martins,	...	...	...	1 12 6		
Saint Stephen,	...	...	...	33 4 2½		
Sussex Vale,	...	...	...	3 2 0		
Upham Vale,	...	...	...	0 1 6		
Upper Mills,	...	...	...	0 3 3		
Woodstock,	...	...	...	9 8 4		
				<hr/>	£260 19 6	
						<hr/> £6,181 17 3½

Money received in Dead Letters, &c.

Paper Money in Letter addressed Mrs. Daniel Carty, St. John, N. B.	£0 10 0
Do. do. David Livingstone, Sackville, N. B.	0 5 0
Do. do. received from Post Office Department in Canada, addressed Christopher Higgins, Dooley's Exchange, No. 25,	1 0 0
Do. do. addressed Fanny Betsel, St. John, No. 25,	0 15 0
Gold Coin picked up on floor of the Post Office, St. John,	0 5 0
Paper Money in Letter addressed to James Langford, Nova Scotia,	1 9 0
Do. do. James Winters, Ledge, St. Stephen,	1 5 0
	<hr/>
	5 9 0
Balance of Errors against Deputies.	5 1 6
	<hr/>
	£10,260 12 10½

WARRANTS.

1857—October 9.	Warrant No. 423, to meet current expenses,	£1,000 0 0
24.	" 437, V. B. Hutchison, Trav. expenses,	20 0 0
27.	" 438, P. M. General, Ferry do.	69 10 0
Novem. 2.	" 1, Do. Trav. do.	30 0 0
Decem. 2.	" 47, Do. Current do.	500 0 0
1858—January.	" 103, Do. Trav. do.	20 0 0
February 2.	" 142, Do. Current do.	1,000 0 0
6.	" 150, for Packet Postage to 30th Sept. 1857,	1,369 18 1
April 7.	" 222, P. M. General, Current expenses,	500 0 0
May 1.	" 253, Do. do.	500 0 0
20.	" 279, Do. do.	500 0 0
April 2.	" — Do. for sundry sevicees,	81 0 0
July 10.	" 359, John Howe, to meet current expenses,	1,000 0 0
August 20.	" 405, for Packet Postage to 31st May 1858,	931 16 10
October 13.	" 480, P. M. General, current expenses,	500 0 0
28.	" 500, John Howe, do.	500 0 0
		<hr/>
		£8,522 4 11

A Detailed Return of the Charges of Management of the Post Office Department in New Brunswick, Thirteen Months ended 31st October 1858.

SALARIES AND ALLOWANCES.

GENERAL POST OFFICE.

V. B. Hutchison,	Chief Clerk,	...	...	...	£243	19	1
I. K. Leavitt,	Accountant to 3rd May 1858,	...	...	...	82	13	10
John Richards,	Clerk to 31st December 1857,	...	...	...	31	5	0
John W. Lester,	do. do.	...	...	...	25	0	0
James Hale,	do. from 15th December 1857,	...	...	...	140	17	5
Wm. Paisley,	do. from 14th May 1858,	...	...	...	59	4	7
Peter Markey,	Messenger to 31st December 1857,	...	...	...	15	0	0
							£597	19 11

SAINT JOHN ESTABLISHMENT.

John Howe,	Postmaster,	...	...	...	£433	13	10½
H. C. Frink,	First Clerk,	...	...	...	173	9	7
T. B. Allan,	Second do.	...	...	...	136	15	10
R. W. Boyle,	Third do. to 31st March 1858,	...	...	...	50	0	0
J. F. M'Guirk,	Fourth do. to 31st March, Third do. since,	...	...	...	108	8	5½
T. C. Rainsford,	Fifth do. to 31st March, Fourth since,	...	...	...	108	8	5½
J. Langril,	Office Keeper to 31st December 1857,	...	...	...	18	15	0
Geo. Murray,	do. from 1st February 1858,	...	...	...	56	2	2
							1,085	13 4½

SALARIES and ALLOWANCES to Deputy Postmasters, Assistants, &c. viz :—

Andover,	...	...	...	...	£21	13	8
Baie Verte,	...	...	...	...	16	5	3
Bathurst,	...	...	...	...	65	1	1
Bend,	...	...	...	...	97	11	7½
Buctouche,	...	...	...	...	21	13	8
Campbellton,	...	...	...	...	48	15	9½
Campo Bello,	...	...	...	...	10	16	10
Carleton, from 6th November 1857,	...	...	...	...	24	13	2
Chatham,	...	...	...	...	173	9	7
Dalhousie,	...	...	...	...	65	1	1
Dorchester,	...	...	...	...	43	7	4½
Edmundston,	...	...	...	...	32	10	6½
Fredericton,	...	...	...	...	325	5	5
Do. Assistant to 30th Nov. 1857,	...	...	...	...	29	0	2
Do. do. from 1st Dec. 1857,	...	...	...	...	137	15	5
Gagetown,	...	...	...	...	32	10	6½
Grand Falls,	...	...	...	...	27	2	1
Grand Manan,	...	...	...	...	10	16	10
Hampton,	...	...	...	...	43	7	4½
Harvey,	...	...	...	...	29	16	4
Hillsborough,	...	...	...	...	37	18	11½
Indian Island,	...	...	...	...	10	16	10
Kingston,	...	...	...	...	10	16	10
Memramcook,	...	...	...	...	13	11	1
Milltown,	...	...	...	...	21	13	8
Newcastle,	...	...	...	...	59	12	8
Oromocto,	...	...	...	...	40	13	2
Richibucto,	...	...	...	...	70	9	6
Sackville,	...	...	...	...	178	18	0
Salisbury,	...	...	...	...	40	13	2
Shediac,	...	...	...	...	54	4	3
Sheffield,	...	...	...	...	10	16	10
Saint Andrews,	...	...	...	...	225	5	4
Saint George,	...	...	...	...	65	1	1
Saint Martins,	...	...	...	...	10	16	10
Saint Stephen,	...	...	...	...	65	1	1
Sussex Vale,	...	...	...	...	48	15	9½
Upham Vale,	...	...	...	...	10	16	10
Upper Mills,	...	...	...	...	10	16	10
Woodstock,	...	...	...	...	203	5	11
							2,446	18 6

Carried forward,

£4,130 11 9½

					<i>Brought forward,</i>	£4,130 11 9½
AMOUNT paid to Way Office Keepers, (for particulars see Abstract on last pages,)						670 6 9
AMOUNT of Commission on Sale of Postage Stamps by St. John and Deputies, viz :						
Saint John,	...	..	...	...	£1 2 3	16 3 8½
Andover,	...	...	...	...	0 9 8	
Baie Verte,	...	...	...	...	0 5 0	
Bathurst,	...	...	...	...	1 2 0	
Bend,	...	...	...	...	0 8 11	
Buctouche,	...	...	...	...	0 0 3	
Campbellton,	...	...	...	...	0 7 5½	
Cambo Bello,	...	...	...	...	0 13 2	
Carleton,	...	...	...	...	5 0 1	
Chatham,	...	...	...	...	1 1 6	
Dalhousie,	...	...	...	...	2 9 9	
Dorchester,	...	...	...	...	1 5 9	
Edmundston,	...	...	...	...	7 4 4	
Fredericton,	...	...	...	...	0 12 6½	
Gagetown,	...	...	...	...	0 2 2½	
Grand Falls,	...	...	...	...	0 0 0	
Grand Manan,	...	...	...	...	0 4 4½	
Hampton,	...	...	...	...	0 6 3½	
Harvey,	...	...	...	...	0 12 4½	
Hillsborough,	...	...	...	...	0 0 0	
Indian Island,	...	...	...	...	0 1 6	
Kingston,	...	...	...	...	0 0 3½	
Memramcook,	...	...	...	...	0 12 8½	
Milltown,	...	...	...	...	1 11 6½	
Newcastle,	...	...	...	...	0 2 9½	
Oromocto,	...	...	...	...	2 17 0½	
Richibucto,	...	...	...	...	2 15 0	
Sackville,	...	...	...	...	0 4 3	
Salisbury,	...	...	...	...	1 5 6	
Shediac,	...	...	...	...	0 7 4	
Sheffield,	...	...	...	...	3 0 0	
Saint Andrews,	...	...	...	...	2 6 11	
Saint George,	...	...	...	...	0 15 4½	
Saint Martins,	...	...	...	...	1 11 9½	
Saint Stephen,	...	...	...	...	0 5 8½	
Sussex Vale,	...	...	...	...	0 0 3½	
Upham Vale,	...	...	...	...	0 0 0	
Upper Mills,	...	...	...	...	0 0 0	
Woodstock,	...	...	...	...	1 16 8	
					-----	43 2 7½
TRAVELLING ALLOWANCES.						
Postmaster General,	Travelling Expenses,	..	..	..	£93 13 0	
V. B. Hutchison,	Balance of twenty five pounds allowed for removing to Fredericton, 1856,				10 0 0	
Do.	Travelling expenses incurred in removing position of Post Office and Way Office Sheffield, and instructing Way Office Keeper, also transferring Way Office at Oak Point,				10 0 0	
Do.	Trav'ng. expenses, establishing Way Office at Upper Keswick,	..	..	..	2 10 0	
James Caie,	Transferring Post Office at Newcastle,				4 0 0	
John Boole,	Do. do. Furniture to Way Office, Bocabec,	..	..	..	0 7 6	
					-----	120 10 6
CONVEYANCE OF MAILS, Transit Postage, and Payment of Ship Letters, Sums paid for Riding Work, Foot Messengers, &c.						
Andover	and Fort Fairfield,	..	..	..	£24 6 6	
Do.	" Tobique,	..	..	..	33 6 10½	
Bathurst	" Shippigan,	..	..	..	89 0 6	
Bay du Vin	" Preston's Point from 1st to 31st Oct. '58.				0 16 4	
Bellis Bay	" Long Point from 1st July 1857 to date,				4 0 1	
					<i>Carried forward,</i>	£4,980 15 4½

		<i>Brought forward,</i>	£4,980 15 4½
Bend	and Amherst,	.. .. £81 0 11	
Black River	“ Hardwicke,	.. .. 24 6 10	
Buctouche	“ Coats' Mills,	.. .. 17 17 10	
Campbellton	“ Flatlands,	.. .. 19 10 4	
Chatham	“ Shippigan,	.. .. 66 8 2	
Do.	“ South Nelson,	.. .. 27 1 9	
Canning	“ Mail Steamers, Season '57 and '58,	6 0 0	
Edmundston	“ St. Francis,	.. .. 36 17 3	
Fredericton	“ Chatham,	.. .. 155 19 7	
Do.	“ Grand Falls,	.. .. 943 5 9	
Do.	“ Foot Messenger,	.. .. 5 0 0	
Do.	“ Mail Steamers, 1857 and 1858,	14 0 0	
Do.	“ Stanley,	.. .. 27 2 1	
Do.	“ St. Stephen,	.. .. 117 14 4½	
Do.	“ Woodstock, north side River St. John, from 1st Dec. 1857, to 13th May 1858, and from 1st to 31st Oct.	61 6 4	
Do.	“ Upper Kent from 14th May to 30th September 1858,	.. .. 56 18 5½	
Gagetown,	“ Gaspereau,	.. .. 94 17 5	
Do.	“ Mail Steamers, Season 1857,	.. .. 10 0 0	
Upper Do.	“ Mail Steamers, Season 1858,	.. .. 1 10 0	
Do.	“ Nerepis, from 3d October 1857,	.. .. 51 3 9	
Do.	“ Washademoak,	.. .. 25 9 7	
Grand Falls	“ Canadian Boundary,	.. .. 216 15 10	
Hampstead	“ Oatnabog, from 1st to 3rd Oct. 1857,	0 1 3	
Hampton	“ Springfield, to 30th April 1858,	17 9 5	
Harvey	“ Salmon River,	.. .. 10 16 7½	
Harvey Corner	“ Albert Quarries, from 24th Nov.	.. .. 8 16 8½	
Hillsborough	“ Albert Mines,	.. .. 13 11 10	
Do.	“ Caledonia,	.. .. 13 0 3	
Do.	“ Curryville,	.. .. 7 0 11	
Kingston	“ Hampton, from 1st May 1858,	20 1 6	
Do.	“ Lyons' Point,	.. .. 21 13 8	
Lepreau	“ Maces Bay,	.. .. 4 17 7	
Maugerville	“ Mail Steamer, Season 1857,	.. .. 3 0 0	
Memramcook	“ Dover,	.. .. 16 5 3	
Mill Stream	“ Head of Mill Stream,	.. .. 9 15 2	
Mouth Mill Stream	“ Washademoak,	.. .. 37 18 11	
Do. Nerepis	“ Hampstead, from 25th April 1858,	18 13 2	
Do.	“ Wickham, Winter Season '57 and '58,	19 19 0	
Musquash	“ Dipper Harbour,	.. .. 14 1 11	
New Jerusalem	“ Mouth of Nerepis, from 14th Oct. to 14th December 1857,	.. .. 9 3 5	
Newcastle	“ Bend,	.. .. 374 1 3	
Do.	“ Campbellton,	.. .. 487 7 4	
Do.	“ Red Bank,	.. .. 17 15 5	
Norton	“ Patticake, from 13th March 1858,	3 2 9½	
Oak Point	“ Mail Steamers, Season 1857,	.. .. 6 0 0	
Oromocto	“ Mail Steamers, Seasons '57 and '58,	20 0 0	
Do.	“ Sheffield, Winter season,	.. .. 9 8 0	
Do.	“ South Branch,	.. .. 18 19 6	
Railway Station, } Kennebecasis, }	“ Hampton Ferry,	.. .. 2 4 0½	
Richibucto	“ Weldford,	.. .. 26 11 4	
Richmond Corner	“ South Richmond, from 10th March '58,	7 18 1½	
Sackville	“ Cape Tormentine,	.. .. 46 12 5	
Do.	“ North Joggins,	.. .. 14 1 11	
Do.	“ Upper Sackville,	.. .. 14 13 3	
Salisbury	“ Elgin,	.. .. 28 2 1½	
Do.	“ Harvey,	.. .. 106 3 2	
Do.	“ Hillsborough,	.. .. 53 6 4	
Shediac	“ Great Shemogue,	.. .. 20 12 0	
Do.	“ Railway Terminus, from 15th Dec.	18 14 5½	

		<i>Brought forward,</i>	£4,980 15 4½
Shediac Road	and Railway Station, from 1st July 1858.	£2 0 0	
Sheffield	“ Little River, from 1st Oct. to 2d Dec. '57,	4 5 7	
Do.	“ Northfield, from 3d Dec. 1857,	22 7 5	
Do.	“ Mail Steamers, Season 1857 and 1858,	5 10 0	
Springfield	“ Collina,	8 13 6	
Do.	“ Sprague's Point,	4 6 9	
Spruce Lake	“ Pisarino,	8 13 6	
St. Andrews	“ Bay Side, from 2d November 1857,	9 3 0½	
Do.	“ Campo Bello,	32 18 11	
Do.	“ Grand Manan,	94 17 5	
St. George	“ L'Etete,	13 11 1	
Do.	“ L'Etang from June 1, '57 to Oct. 31, '58,	15 0 0	
Do.	“ Upper Mills, from 24th Nov. 1857,	12 3 9	
Saint John	“ Annapolis, to 27th July, ..	411 13 8	
Do.	“ Digby and Windsor, from 28th July,	125 0 0	
Do.	“ Carleton,	16 5 3	
Do.	“ Fredericton, via Nerepis, Winter Season 1858,	171 10 0	
Do.	“ Fredericton, via Nerepis, from Aug. 1, to close of Navigation in 1857,	£55 16 11	
Do.	“ Fredericton, via Nerepis, from 25th April, in part,	38 9 8	
Do.	“ Fredericton, via River, 1st August to close Navigation in 1857,	175 0 0	
Do.	“ Fredericton, via River, Summer Season 1858,	350 0 0	
Do.	“ Harvey,	126 15 0	
Do.	“ Indian Town,	46 2 6	
Do.	“ Kingston,	26 0 5	
Do.	“ Railway Station,	2 12 8½	
Do.	“ Salmon River,	52 0 10	
Do.	“ St. Andrews, St. Stephen & Calais,	1,027 10 6	
Do.	“ Sussex Vale,	212 18 6	
Do.	“ Salt Springs,	48 15 10	
Do.	“ Ten Mile Creek,	37 18 11	
Saint Stephen	“ Ledge, from 1st September 1857,	17 8 3	
Do.	“ St. James,	37 18 11	
Do.	“ Upper Mills,	27 2 1	
Sussex Vale	“ Bend,	151 11 0	
Do.	“ Elgin,	34 13 11	
Do.	“ New Canaan,	47 14 2	
Tilley's Landing,	“ Mail Steamers, Summer 1857, ..	3 0 0	
Upper Gagetown	“ Sheffield, Winter Season '57 and '58,	3 0 0	
Wickham	“ Mail Steamers, Summer 1857,	3 0 0	
Woodstock	“ Houlton,	56 18 5	
Do.	“ Presqu'isle, from 13th May 1858,	16 5 1	
Do.	“ Victoria Line, to 12th May 1858,	36 18 5½	
Do.	“ Upper Kent, from 1st to 31st Oct. '58,	3 7 5	
			<hr/> 7,330 15 11½
EXPRESSES.			
Amherst	“ Bend, Wm. Hickman,	£48 0 0	
Do.	“ Truro, C. B. Archibald,	45 4 6	
Bend	“ Sussex Vale, P. King,	47 0 0	
Fredericton	“ Saint John,	17 0 0	
Do.	“ Woodstock,	1 14 6	
Halifax	“ Truro, H. Hyde,	120 0 0	
Do.	“ Windsor, King & Brothers,	230 0 0	
Saint John	“ Fredericton,	52 0 0	
Do.	“ Sussex Vale, W. Alden,	5 17 6	
Do.	“ Windsor, Hatheway,	150 0 0	
Sussex Vale	“ Saint John, W. Alden,	41 2 6	
Truro	“ Amherst, C. B. Archibald,	55 5 6	
Windsor	“ Saint John, Hatheway,	95 0 0	
			<hr/> 908 4 6
<i>Carried forward,</i>			<hr/> £13,219 15 10

		<i>Brought forward.</i>	£13,219 15 10
EXTRA SERVICE.			
Gagetown	“	Sheffield, Cole’s Island, &c.	£1 6 0
Do.	“	Nerepis, 4 mos. ended 1st Aug. 1856,	16 13 4
Oromocto	“	Sheffield,	0 16 3
Salisbury	“	Harvey, from 22d April to 10th May,	8 10 0
Do.	“	Hillsborough, from 23d Oct. to 23d November 1857,	5 10 8
James Bradley,	taking charge	Gagetown Mails at Peters- ville, Winter of 1856 and 1857,	7 10 0
W. Dunn,	carrying Mail Bags	from Hampstead to N. Jerusalem,	0 5 0
George H. Parks,	carrying Mails	between Scotch Corner and South Richmond,	1 0 0
James Stockford,	carrying Despatches	to Lieut. Governor at Red Head,	3 17 6
Detention of Steamer Emperor	at Digby for English Mail	20th October 1858,	25 0 0
			70 8 9
FERRIAGES.			
Sam. Armstrong,	at	Woodstock, 1856,	£4 0 0
G. F. Bell,	“	Chatham, “	10 0 0
Law. Bredeau,	“	Pockmouche, “	5 0 0
Murdoch Gillis,	“	Douglastown, “	4 0 0
Francis Petite,	“	Grand Falls, “	12 10 0
John Robichaud,	“	Big Tracadie, “	4 0 0
James Robertson,	“	Tabusintac, “	4 0 0
Louis C. Savoie,	“	Woodstock, “	3 0 0
David Lawson,	“	Washademoak, “	4 0 0
James S. Morse,	“	Campbellton, “	10 0 0
Geo. Robertson,	“	River St. John above Woodstock,	5 0 0
Geo. W. Bell,	“	Miramichi, 1857,	10 0 0
Lawrence Brido,	“	Pockmouche River, “	5 0 0
John Robichaud,	“	Big Tracadie, “	4 0 0
Geo. Williston,	“	Bay du Vin, “	3 0 0
Murdoch Gillis,	“	Miramichi at Douglastown,	4 0 0
Wm. Matchell,	“	do. North West,	2 10 0
J. B. Belyeat,	“	Hampton, 1857,	15 0 0
Francis Petite,	“	Grand Falls, “	12 10 0
John Smith,	“	Campbellton, “	10 0 0
Joseph Kerr,	“	Woodstock, “	3 10 0
			135 0 0
AMOUNT of Pence paid for Ship Letters	by Saint John,	.. ..	174 5 9
AMOUNT of Pence paid for Ship Letters	by Deputies,	.. ..	3 4 0
TRADESMEN’S BILLS.			
St. John Gas Company,	Gas supplied and use of Meter,	Saint John Office,	£49 13 9
Fredericton do.	do.	General Post Office,	1 14 0
Thomas Cotter,	Sundry jobbing, &c.,	St. John Office,	20 16 3
Charles Pearce,	do.	do.	5 5 2
Small & Crosby,	do.	do.	1 1 1
H. B. Crosby,	do.	do.	2 2 11
L. H. DeVeber & Sons,	Twine for use of	do.	16 11 6
W. H. Adams,	Scales, Locks, &c.	do.	4 6 2
John Walker,	7 chaldron Coal,	do.	9 12 6
Henry Rowan,	2 chaldron Coal,	do.	2 10 0
J. F. Marsters,	4 chaldron Coal,	do.	7 0 0
Cudlip & Snider,	5 chaldron Coal,	do.	8 15 0
Andrew Crawford,	5 cords Wood,	do.	8 17 6
John Sears,	Water Rate Assessment,	do.	10 0 0
Harris & Allan,	Iron Shutter for	St. John Office,	4 7 9
George Hutchison,	Regulating Clock,	do.	2 10 0
W. Tisdale & Son,	Shovel, Brush, Lamp, &c.	do.	0 11 11
Ann Lyons,	Standard Scales for use of	do.	2 0 0
			£13,602 14 4
<i>Carried forward,</i>			

		<i>Brought forward,</i>	£13,602 14 4
Job Petty,	Repairing Mail Bags,	£5 3 9	
Mary Campbell,	Making and Repairing Mail Bags, ..	5 7 7	
R. P. McKay,	do. do.	0 10 0	
A. P. McKay,	Labelling do.	0 7 6	
Henry Horton,	Repairing Mail Bags & Portmanteaus, ..	6 17 6	
J. Snodgrass,	do. do.	0 7 6	
Potter & Co.	Sign Boards,	1 10 0	
James H. Venning,	Cutting and altering Stamps,	0 17 6	
John Rose,	Making Mail Bags,	2 8 0	
Robert Collins,	Sheepskin Labels,	1 11 3	
Henry Horton,	Stamping Cushion, Fredericton P. Office, ..	0 15 0	
William Sleeth,	Free Stone Slab for do.	1 2 9	
Thomas Rutter,	Furniture for General Post Office, ..	8 19 9	
Susan Markey,	Washing Towels, &c. for G. P. Office, ..	2 10 0	
Do.	Making Mail Bags,	2 7 6	
Charles P. Smiler,	Lettering do.	2 14 11	
Richard Payne,	do. do.	1 2 4	
John Neill,	Sundries for General Post Office, ..	1 1 10½	
George C. Hunt,	do. do.	0 6 2	
Peter Markey,	Sundry jobbing for do.	2 8 0	
John Charters,	1½ cords Wood, do.	0 15 7½	
Robert Woods,	2 do. at 22s. 6d. do.	2 5 0	
John Meade,	4 do. at 12s. 6d. do.	2 10 0	
Francis Flanagan,	½ do. at 20s. do.	0 10 0	
Robert Stephenson,	3 do. do.	2 8 9	
Thomas Sweade,	Cutting Wood,	0 15 0	
David Currier,	2 chaldron Coal,	4 0 0	
			<u>219 8 9</u>
RENTS AND TAXES.			
Rent of Premises occupied as General Post Office, ..	£29 16 4		
Do. do. Post Office, Saint John, ..	108 8 6		
			<u>138 4 10</u>
LAW EXPENSES.			
C. A. Harding, Drawing Contract and Bond for King and others, ..			1 10 0
STATIONERY, &c.			
Barnes & Co.	Printing, &c.	£15 4 0	
C. S. Beverly,	Stationery,	1 13 4½	
W. L. Avery,	do.	9 9 6	
J. & A. McMillan,	do. Binding, &c.	34 13 6	
Geo. E. Fenety,	Blank Forms, &c.	60 1 3	
S. K. Miller,	Stationery,	51 7 9	
Yardy & Lugin,	Blank Forms, &c.	75 19 0	
C. S. Lugin,	do.	111 3 11	
Do.	Printing & Binding P. O. Regulations, ..	64 10 0	
John Simpson,	do. do. Reports,	80 0 0	
Do.	Blank Forms,	70 5 10	
			<u>574 8 1½</u>
ADVERTISING AND TELEGRAPHING.			
Fredericton,	Telegraphing on Post Office Business, ..	£61 11 2	
Chatham,	do. do.	6 13 7½	
Saint John,	do. do.	40 2 7	
Chatham,	Advertising. James A. Pierce,	10 7 6	
Bend,	do. James Robertson,	1 0 6	
Fredericton,	do. John Simpson,	13 0 0	
Do.	do. Yardy & Lugin,	5 15 0	
Do.	do. C. S. Lugin,	1 5 0	
Do.	do. James Hogg,	1 1 9	
Saint Andrews,	do. A. W. Smith,	10 1 8	
Saint John,	do. & Printing, Wm. Bellingham,	45 18 1	
Do.	do. H. Chubb & Co.	10 7 0	
Do.	do. Geo W. Day,	13 8 9	
Do.	do. Geo. E. Fenety,	35 8 0	
Do.	do. S. & D. Smiler,	7 4 3	
			<u>£14,536 6 0½</u>
<i>Carried forward,</i>			

		<i>Brought forward,</i>	£14,536	6	0½
Saint John,	Advertising,	Edward Willis,	4	13	0
Do.	do.	Ross Woodrow,	38	16	9
Saint Stephen,	do.	John S. Hay,	9	19	9
Woodstock,	do.	Samuel Watts,	6	10	6
			<hr/>		
			323	4	10½
PETTY EXPENSES.					
	Petty expenses incurred by the Postmaster of Saint John,		£16	19	2½
	Do. at the General Post Office,		0	4	0
			<hr/>		
			17	3	2½
Balance of Errors to Credit of Deputies,	..	..	12	9	5
			<hr/>		
	EXPENDITURE,	..	£14,889	3	6½
	REVENUE,	..	£10,260	12	10½
			<hr/>		
	DEFICIENCY,	..	£4,628	10	8
			<hr/>		

Memo. No. 1.—Paid into Commissariat Chest at St. John, in full for Packet Postage up to 31st May 1858, £2,301 14 11 Cy.

Memo. No. 2.—Deficiency as shewn, £4,628 10 8

Packet Postage due to Great Britain, £1,121 19 0½ Stg. 1,346 6 9

Total Deficiency, £5,974 17 5

J. M. JOHNSON, JUN.

Postmaster General.

JAMES HALE, *Accountant.*

A Detailed Return of the Amount paid to the several Way Office Keepers in New Brunswick, Thirteen Months ended 31st October 1858.

Albert Mines,	£2 18 3	Canning,	£2 17 2
Albert Quarries,	1 14 11	Cape Tormentine,	1 1 7
Annagance,	4 2 4	Carquet,	2 1 10
Armstrong's Brook,	6 18 1	Chamcook,	1 1 11
Arestook,	4 10 7	Coal Mines,	0 18 1
Baillie Settlement,	0 14 5	Coats' Mills,	0 12 5
Baker's Creek,	0 17 10	Cocagne,	8 15 5
Barachois,	1 1 2	Coldstream,	0 13 9
Barnesville,	1 12 4	Collina,	0 16 11
Bartibog,	1 6 2	Connersville,	1 17 11
Baswood Ridge,	0 12 2	Coverdale,	2 14 5
Bathurst Village,	12 7 2	Creek Road,	0 14 4
Bay Du Vin,	1 5 7	Cumberland Bay,	0 16 4
Bay Side,	1 7 3	Curryville,	0 13 6
Bear Island,	1 14 6	Dawson Settlement,	3 6 9
Beckagnimeck,	0 17 10	Dipper Harbour,	0 14 2
Belledune,	8 3 9	Doaktown,	4 14 9
Belledune River,	5 17 2	Doherty's Mills,	0 13 7
Belleisle Bay,	2 0 1	Douglas Harbour,	1 3 2
Bellevous Village,	0 15 1	Douglastown,	13 14 11
Black River, (Northumberland)	2 9 5	Dover,	0 18 10
Do. (Saint John)	0 18 10	Dumbarton,	1 7 2
Blackville,	4 2 6	Dumfries,	4 4 6
Blissfield,	3 17 7	Edgett's Landing,	2 9 2
Blissville,	1 0 7	Eel River,	8 6 3
Bloomfield,	0 6 3	Elgin,	1 17 9
Bocabec,	5 18 2	Emigrant Settlement,	0 18 1
Boiestown,	5 5 6	Finger Board,	8 3 5
Boundary, Presqu'isle,	0 12 8	Flatlands,	1 0 10
Butternut Ridge,	1 4 11	Flourenceville,	8 13 3
Caledonia,	0 11 10	Flowers' Cove,	0 14 5
Campbell Settlement,	0 14 5	Fox Creek,	3 11 3

French Village,	£0 15 11	Musquash,	£15 5 11
Gardner's Creek,	0 15 4	Nashwaak,	4 11 10
Gaspereaux,	2 5 10	Nashwaaksis,	1 19 0
Geary,	2 11 1	Nashwaak Village,	4 3 5
Germantown,	0 14 6	Narrows,	1 9 2
Goshen,	0 12 1	Nelson,	3 7 7
Grand Aunce,	0 18 7	New Bandon,	3 10 4
Grand River,	4 5 0	New Canaan,	1 0 8
Great Shemogue,	1 12 4	Newcastle Creek,	1 0 7
Greenfield, to 17th May,	0 8 1	New Horton,	0 13 4
Hammond River,	10 5 8	New Ireland,	1 1 6
Hampstead,	1 15 7	New Jerusalem,	1 11 0
Hardwicke,	1 7 2	New Mills,	6 12 9
Harvey, (York,)	2 6 2	New River,	11 16 2
Head of L'Etang,	0 8 7	Do. omitted in Sep. Acc't. 1857,	1 3 10
Head of Petitcodiac,	4 8 11	Neguac,	1 1 11
Hopewell, Cape,	5 19 7	Northampton,	1 10 7
Do. Corner,	6 0 0	Northesk Boom,	0 18 1
Do. Hill,	9 13 5	Northfield,	0 13 9
Indian Town,	16 10 0	North Joggins,	1 5 4
Irving Settlement,	0 12 2	Norton,	8 16 1
Jacksontown,	0 19 9	Oak Bay,	3 18 3
Janeville,	3 7 0	Oak Point, (King's,)	3 19 11
Jemseg,	0 16 1	Do. omitted in Sep. Acc't. 1857,	0 17 11
Jolicure,	2 14 3	Do. (Northumberland,)	0 19 1
Kennebecasis Bay,	7 10 3	Oatnabog,	0 13 5
Keswick Ridge,	1 7 4	Patticake,	2 4 8
Kingsclear,	4 16 5	Pennfield,	0 14 8
Kingston, (Kent,)	20 14 4	Perth,	1 0 4
Kouchibouguac,	8 2 0	Petersville,	1 19 10
Lakefield,	1 1 0	Petersville Church,	0 18 11
Ledge,	2 8 10	Pisarinco,	0 12 10
Lepreau,	15 17 1	Pockmouche,	0 19 5
L'Etete,	0 15 5	Point LaNim,	1 16 2
Little River, (Coverdale,)	0 9 2	Pollet River,	0 14 6
Little River, (Elgin,)	0 9 10	Pomeroy Ridge,	0 14 6
Little River, (Sunbury,)	0 16 5	Port Elgin,	2 5 8
Little Rocher,	0 15 6	Presqu'isle,	0 15 9
Little Shemogue,	0 16 1	Prince William,	5 0 10
Loch Lomond,	2 7 10	Quaco Road,	2 7 4
Londonderry,	1 4 10	Ratter's Corner,	0 11 10
Long Creek,	2 1 5	Red Bank,	0 18 9
Long Point,	2 6 3	Renous Bridge,	3 1 7
Long Settlement,	0 7 1	Richmond,	4 8 6
Lower Brighton,	0 14 6	River Charlo,	5 13 4
Lower Cape,	3 14 9	River DeChute,	7 6 4
Lower Coverdale,	2 8 6	Rusagornis,	0 13 10
Lower Hillsborough,	3 7 7	Salmon River, (Albert,)	1 9 2
Lower Prince William,	3 19 3	Do. (Saint John,)	0 19 1
Lynnfield,	0 12 1	Salt Springs,	1 13 3
Maces Bay,	1 5 5	Seeley's Mills,	0 18 3
Mactaquack,,	1 6 10	Shediac Road,	2 10 10
Madawaska,	5 7 11	Shediac Terminus,	8 13 8
Madisco,	7 18 6	Shepody Road,	1 3 4
Magaguadavic,	1 8 1	Shippigan,	3 6 7
Maple Green,	4 3 5	Smith Creek,	1 13 4
Maugerville,	5 6 2	Smith Town,	0 19 0
Mechanics' Settlement,	0 15 11	Southampton,	2 0 5
M'Kenzie's Corner,	0 13 4	South Branch, (Kennebecassis,)	0 12 8
Middle Simonds,	7 9 8	Do. (Oromocto,)	1 4 0
Mill Stream,	1 0 10	South Nelson,	3 13 9
Moncton,	4 9 11	Sprague's Point,	1 0 3
Monument Settlement,	0 9 8	Springfield,	4 7 10
Moore's Mills,	0 12 8	Spruce Lake,	1 0 8
Mount Whatley,	3 15 6	Stanley,	1 3 10
Mouth of Keswick,	1 9 10	Studholm,	2 11 4
" Mill Stream,	9 5 0	Saint Basil,	4 1 4
" Nerepis,	4 15 8	Sussex Portage,	0 15 7
Munquart,	0 14 8	Tabucintac,	1 4 4
Murray's Corner,	0 19 6	Taylor Town,	6 19 2

Taylor Village,	£0 18 3	Upper Sussex,	£4 19 9
Ten Mile Creek,	0 13 4	“ Wicklow,	7 2 3
Fobique,	1 3 0	“ Woodstock,	9 1 8
Tracadie,	1 2 10	Victoria,	7 17 9
Turtle Creek,	1 16 1	Washademoak,	0 12 9
Upham,	2 0 9	Webster's Creek,	0 18 10
Upper Bay Du Vin,	2 16 5	Westcock,	0 17 11
“ Brighton,	0 14 0	Westmorland Point,	3 8 0
“ Buctouche,	0 12 0	White's Cove,	0 14 6
“ Gagetown,	2 10 0	Wickham,	2 12 5
“ Kent,	0 14 1	Wicklow,	7 5 11
“ Keswick,	0 14 4	Williamstown,	0 17 3
“ Maugerville,	0 13 0	Wood Point,	0 11 7
“ Mills, (Magaguadavic,)	1 17 10	Young's Cove,	1 0 6
“ Queensbury,	1 13 6		
“ Sackville,	2 12 11		
“ Southampton,	1 8 2		
			<u>£670 6 9</u>

J. M. JOHNSON, JUN.

*Postmaster General.*JAMES HALE, *Accountant.***No. 5.**

STATEMENT shewing the Names of Postmasters, Clerks, Assistants, and Letter Carriers, connected with the Post Office Department in New Brunswick, together with the Name of Office, date of Appointment, and annual Salary, on 31st October 1858.

Name of Office.	Appointment.	Date of Appointment.	Amount of Salary per annum.
<i>General Post Office.</i>			
V. B. Hutchison, Esq.	Chief Clerk,	16th Nov. 1843,	£225 0 0
J. Hale,	Accountant,	15th Dec. 1857,	160 0 0
Wm. Paisley,	Clerk,	4th May 1858,	120 0 0
			<u>£505 0 0</u>
<i>Saint John Establishment.</i>			
John Howe, Esq.	Postmaster,	5th July 1851,	£400 0 0
H. C. Frink,	First Clerk,	30th Oct. 1848,	160 0 0
T. B. Allan,	Second do.	4th Oct. 1852,	140 0 0
J. F. M'Guirk,	Third do.	November 1856,	100 0 0
T. C. Rainsford,	Fourth do.	January 1857,	100 0 0
George Murray,	Office Keeper,	1858,	75 0 0
			<u>£975 0 0</u>
John Leitch,	First Letter Carrier,	15th July 1851.	
James Leitch,	Second do.	1st Dec. 1853.	
George Curry,	Third do.	27th June 1855.	
<i>Post Office, Fredericton.</i>			
Andrew S. Phair, Esq.	Postmaster,	9th Jan. 1845,	£300 0 0
Henry J. Thorn,	Assistant,	1st Dec. 1857,	150 0 0
William Seymour,	Letter Carrier,	June 1852.	
			<u>£450 0 0</u>

Names of all Postmasters, Clerks, Assistants, Letter Carriers, &c.—Continued.

Name of Office.	Name of Officer.	Appointment.	Date of Appointment.	Amount of Salary per annum.
Andover,	Benjamin Beveridge,	Postmaster,	6th July 1846,	£20 0 0
Baie Verte,	James Sutherland,	Do.	31st Dec. 1857,	15 0 0
Bathurst,	Mary Carman.	Postmistress,	5th June 1858,	60 0 0
Bend,	Joseph Crandall,	Postmaster,	6th Mar. 1847,	90 0 0
Buctouche,	C. J. Smith,	Do.	6th Oct. 1856,	20 0 0
Campbellton,	James S. Morse,	Do.	24th July 1855,	45 0 0
Campo Bello,	Luke Byron,	Do.	25th Jan. 1858,	10 0 0
Carleton,	James R. Reed,	Do.	5th Nov. 1857,	25 0 0
Chatham,	James Caie,	Do.	7th Oct. 1825,	160 0 0
Dalhousie,	Joseph H. LaBillois,	Do.	23rd May 1857,	60 0 0
Dorchester,	Charles B. Godfrey,	Do.	23rd Nov. 1847,	40 0 0
Edmundston,	John T. Hodgson,	Do.	6th July 1847,	30 0 0
Gagetown,	W. F. Bonnell,	Do.	9th May 1837,	30 0 0
Grand Falls,	D. B. Raymond,	Do.	22nd May 1857,	25 0 0
Grand Manan,	Joseph Lakeman,	Do.	26th July 1853,	10 0 0
Hampton,	Henry Hallet,	Do.	17th June 1848,	40 0 0
Harvey,	James M. Stevens,	Do.	30th Mar. 1855,	27 10 0
Hillsborough,	R. E. Steeves,	Do.	5th July 1852,	35 0 0
Indian Island,	J. B. W. Chaffey,	Do.	24th Jan. 1856,	10 0 0
Kingston,	Samuel Foster,	Do.	9th Oct. 1845,	10 0 0
Memramcook,	S. C. Charters,	Do.	2nd June 1853,	12 10 0
Milltown,	William Annett,	Do.	8th June 1858,	20 0 0
Newcastle,	James Johnston,	Do.	3rd July 1858,	55 0 0
Oromocto,	J. R. M'Pherson,	Do.	13th May 1843,	37 10 0
Richibucto,	S. B. Hetherington,	Do.	6th Oct. 1856,	65 0 0
Sackville,	Christopher Milner,	Do.	6th July 1837,	165 0 0
Salisbury,	George Pitfield,	Do.	28th Mar. 1850,	37 10 0
Shediac,	E. J. Smith,	Do.	6th July 1844,	50 0 0
Sheffield,	T. B. C. Burpee,	Do.	1st Sept. 1857,	10 0 0
Saint Andrews,	George F. Campbell,	Do.	6th Oct. 1829,	200 0 0
Saint George,	G. Knight,	Do.	16th Oct. 1856,	60 0 0
Saint Martins,	Thomas H. Black,	Do.	12th Oct. 1855,	10 0 0
Saint Stephen,	David A. Rose,	Do.	8th Sept. 1851,	60 0 0
Sussex Vale,	Hugh M'Monagle,	Do.	26th Jan. 1848,	45 0 0
Upham Vale,	Weeden Fowler,	Do.	1st Nov. 1854,	10 0 0
Upper Mills,	Albert Robinson,	Do.	11th June 1849,	10 0 0
Woodstock,	James Grover,	Do.	11th Sept. 1849,	187 10 0
				<u>£1,797 10 0</u>

RECAPITULATION.

General Post Office, Fredericton,	...	...	...	...	£505 0 0
Saint John Establishment,	...	...	...	...	975 0 0
Post Office, Fredericton,	...	...	...	...	450 0 0
Country Post Offices,	...	...	...	...	1,797 10 0
					<u>£3,727 10 0</u>

J. M. JOHNSON, JUN.

*Postmaster General.*V. B. HUTCHISON, *Chief Clerk.*

No. 6.
A Report of all the Way Offices in the Province of New Brunswick, showing the Counties in which they are situate, Names of Way Office Keepers, &c. Thirteen Months ended 31st October 1858.

Name of Way Office.	County.	Way Office Keeper.	Appointment.	Revenue collected.	Salaries paid.	Number of Letters.	Salary.
Albert Mines,	Albert,	William Hallett,	...	£14 17 3	168	...	£2 18 3
Albert Quarries,	Do.	George Russell,	...	6 13 3	112	...	1 14 11
Annagance,	King's,	David M'Lellan,	April 19, 1858	8 13 8½	336	...	4 2 4
Armstrong's Brook,	Restigouche,	J. C. Bent,	Feb. 10, 1857	7 7 4½	336	180	0 18 1
Arestook,	Victoria,	George Goy,	Sept. 24, 1852	3 12 8	372	12	4 10 7
Baillie Settlement,	Charlotté,	Thomas Robinson,	April 13, 1854	1 15 5	56	...	0 14 5
Baker's Creek,	Victoria,	P. Gagnon,	April 30, 1852	3 10 0	66	...	0 17 10
Barachois,	Westmorland,	Thomas Gallang,	Sept. 26, 1853	2 13 7½	82	...	1 1 2
Barnesville,	King's,	Thomas G. Barnes,	Nov. 10, 1854	5 7 2½	112	...	1 12 4
Bartibog,	Northumberland,	William Johnson,	Mar. 25, 1857	1 1 1	125	...	1 6 2
Baswood Ridge,	Northumberland,	Robert Love,	July 22, 1854	0 14 1½	56	...	0 12 2
Bathurst Village,	Charlotté,	Murdoch Smith,	June 17, 1858	50 14 0½	375	336	12 7 2
Bay du Vin,	Gloucester,	Alexander Williston,	April 19, 1853	1 19 3	112	...	1 5 7
Bay Side,	Northumberland,	F. W. Bradford,	Mar. 22, 1854	1 16 1½	121	...	1 7 3
Bear Island,	Charlotté,	Lewis Huestis,	Feb. 22, 1853	6 7 11	112	...	1 14 0
Beckagimeec,	York,	William S. Nevers,	Sept. 10, 1852	3 10 3	56	...	0 17 10
Belledune,	Carleton,	John Chalmers,	July 23, 1851	3 19 0½	375	375	8 3 9
Belledune River,	Gloucester,	Allan Vaughn,	Feb. 5, 1857	0 13 6	288	214	5 17 2
Belleisle Bay,	Restigouche,	James Lake,	Dec. 22, 1852	3 8 0½	172	...	2 0 1
Bellevous Village,	King's,	Lewis Richard,	Feb. 4, 1856	2 3 0	56	...	0 15 1
Black River,	Westmorland,	Malcolm M'Naughton,	Mar. 28, 1853	4 13 4	50	...	2 9 5
Do.	Northumberland,	William Hawks,	Feb. 24, 1853	10 1 2½	224	99	4 2 6
Blackville,	Saint John,	Simon Bean,	Dec. 2, 1852	7 11 4½	224	99	3 17 7
Blissfield,	Northumberland,	John DeCantillon,	Dec. 9, 1852	5 17 8	56	...	1 0 7
Blissville,	Do.	Timothy Coleman,	...	0 4 4½	28	...	0 6 3
Bloomfield,	Carleton,	Robert Sherard,	Sept. 8, 1857	10 7 5	336	108	5 18 2
Bocabeo,	Charlotté,	Joshua Elanson,	Nov. 25, 1852	11 18 6	224	209	5 5 6
Boiestown,	Northumberland,	Miles M'Millan,	...	0 18 9	56	...	0 12 8
Boundary, Presqu'isle,	Carleton,	John D. Baird,	Dec. 22, 1852	7 0 9	56	...	1 4 11
Butternut Ridge,	King's,	William H. Keith,	July 22, 1855	0 10 0	56	...	0 11 10
Caledonia,	Albert,	James Reede,	Jan. 2, 1855	1 15 9½	56	...	0 14 6
Campbell Settlement,	King's,	George Campbell,	Aug. 14, 1858	3 6 9	256	...	3 7 2
Canning,	Queen's,	Charles Estabrooks,	Mar. 20, 1852	5 16 9½	56	...	1 1 1
Cape Tormentine,	Westmorland,	C. VanBuskirk,	...			...

Report of all Way Offices in New Brunswick, Thirteen Months ended 31st October 1858.—Continued.

Name of Way Office.	County.	Way Office Keeper.	Appointment.	Revenue collected.	Number of Letters.	Number of Packages.	Salary.
Caraquet,	Gloucester,	P. McNaughton,	Dec. 5, 1857	£14 19 8½	61	10	£2 1 10
Coal Mines,	Queen's,	H. C. Babbit,	Dec. 8, 1853	3 12 10½	56	1	0 18 1
Coats' Mills,	Kent,	John Coates,	...	0 16 6	56	5	0 12 5
Cocagne,	Do.	James Lucas,	July 25, 1857	15 4 3	375	0	8 15 0
Coldstream,	Carleton,	Samuel Dickenson,	Sept. 27, 1852	1 9 4½	56	0	0 14 0
Collins,	King's,	A. Johnson, Jun.	Mar. 17, 1856	3 1 8½	56	11	0 16 11
Connorsville,	Do.	Samuel Perkins,	April 3, 1855	2 6 3	172	11	1 17 11
Coverdale,	Albert,	William Smith,	Feb. 2, 1852	5 11 6	224	5	2 14 5
Creek Road,	King's,	Disborough H. Keith,	Jan. 10, 1857	1 14 6½	56	4	0 14 4
Cumberland Bay,	Queen's,	Arthur Branscombe,	Mar. 19, 1856	2 15 4½	56	1	0 13 1
Curryville,	Albert,	John Beaumont,	April 1, 1854	1 7 3	56	0	0 16 0
Dawson Settlement,	Do.	Isaac Dawson,	Sept. 9, 1854	0 17 9	336	9	3 6 9
Dipper Harbour,	Saint John,	Joseph Belmore,	Sept. 21, 1855	1 13 2½	56	2	0 14 2
Doaktown,	Northumberland,	Hiram Freeze,	Oct. 26, 1854	6 10 7½	224	9	4 14 9
Doherty's Mills,	Kent,	Joseph Doherty,	June 19, 1857	1 8 3	56	7	0 13 7
Douglas Harbour,	Queen's,	Abner Balmain,	Dec. 7, 1857	5 6 3 10	56	2	1 3 2
Douglstown,	Northumberland,	Richard Hutchison,	July 19, 1851	4 5 3½	840	11	13 14 11
Dover,	Westmorland,	H. Delesdernier,	Sept. 6, 1854	2 15 2½	112	5	0 19 5
Dumbarton,	Charlottesville,	Patrick Devoy,	April 21, 1857	10 16 2	336	4	4 4 0
Dumfries,	York,	Solomon Howe,	Mar. 29, 1854	8 7 2	168	2	2 9 2
Edgett's Landing,	Albert,	Ward Edgett,	Aug. 4, 1854	50 13 7½	336	9	8 6 3
Eel River,	York,	S. F. Grosvenor,	Sept. 22, 1854	8 2 4	112	1	1 17 9
Elgin,	Albert,	James Gifford, Sen.	Oct. 12, 1857	3 12 3	56	1	0 18 1
Emigrant Settlement,	Westmorland,	Benjamin Corrigan,	Nov. 17, 1855	16 14 4	336	5	8 3 5
Finger Board,	King's,	J. D. Baxter,	Nov. 20, 1852	5 0 9½	56	11	1 0 11
Flatlands,	Restigouche,	Archibald McKenzie,	June 8, 1852	19 2 8	336	3	8 13 3
Florenceville,	Carleton,	S. G. Burpee,	Oct. 14, 1853	1 16 6½	56	5	0 14 5
Flowers' Cove,	Queen's,	John Maynard,	July 26, 1855	3 1 11½	336	3	3 11 3
Fox Creek,	Westmorland,	Philip Burk,	Mar. 17, 1854	2 11 0½	56	11	0 15 11
French Village,	King's,	Caleb J. Stuart,	Jan. 20, 1854	2 4 6	56	4	0 15 4
Gardner's Creek,	Saint John,	John Wallace,	Feb. 21, 1853	17 10 4	56	10	2 5 10
Gaspereaux,	Queen's,	George Dunn,	Jan. 7, 1854	1 15 0	141	1	2 11 1
Geary,	Sunbury,	William Fimore,	Oct. 2, 1852	1 16 3	56	0	0 14 0
Germanstown,	Albert,	James Stevens,	Mar. 17, 1853	0 12 3	56	1	0 12 1
Goshen,	Do.	Francis LeGresley,	Feb. 21, 1853	3 6 11	62	7	0 18 7
Grand Anuce,	Gloucester,	Edwin Akerley,	Mar. 10, 1854	4 12 0	336	0	4 5 0
Grand River,	Victoria,		Dec. 16, 1852				

Name of Way Office.	County.	Way Office Keeper.	Appointment.	Revenue collected.	Number of Letters.	Number of Packages.	Salary.
Great Shemogue,	Westmorland,	Joseph Avard,	April 1, 1852	£4 15 3	99	4	£1 12 4
Greenfield,	Carleton,	Thomas Wakeham,	...	0 18 0	33	8	0 7 8
Hammond River,	King's,	Washington Alden,	Dec. 24, 1852	35 19 1½	402	7	10 5 7
Hamstead,	Queen's,	J. S. Vanwart,	Dec. 30, 1857	2 16 5	112	2	1 15 2
Hardwick,	Northumberland,	Robert Noble,	Mar. 10, 1853	8 10 3½	112	2	2 6 2
Harvey,	York,	Thomas Cockburn,	Mar. 25, 1852	11 15 1½	336	11	4 8 11
Head of Petitcodiac,	Westmorland,	Hiram Humphreys,	Dec. 17, 1855	16 14 3½	336	7	5 19 7
Hopewell, Cape,	Albert,	Martin B. Palmer,	Oct. 10, 1853	16 18 4	336	0	6 0 0
Do. Corner,	Do.	Owen Anderson,	Mar. 6, 1854	45 11 8½	336	5	9 13 5
Do. Hill,	Do.	Oliver A. Barbour,	...	55 19 7½	558	2	16 10 2
Indianstown,	Saint John,	Matthias Hamm,	April 8, 1856	0 13 0	56	0	0 12 0
Irving Settlement,	Albert,	W. E. Bishop,	...	4 18 7½	56	9	0 19 9
Jacksontown,	Carleton,	Christopher Graham,	Aug. 20, 1852	6 9 5½	112	0	3 7 0
Jameville,	Gloucester,	Hugh A. Cale,	Sept. 21, 1853	2 12 7	56	1	0 16 1
Jolicure,	Queen's,	G. W. Springer,	...	5 9 3	224	3	2 14 3
Kennebecasis Bay,	Westmorland,	Daniel Carney,	May 15, 1856	10 14 2	415	10	7 10 3
Keswick Ridge,	King's,	James Patterson,	Mar. 29, 1854	2 16 6	112	4	1 7 4
Kingsclear,	York,	Abraham McKeen,	May 19, 1857	15 14 3	336	5	4 16 5
Kingston,	Do.	G. A. Hammond,	Dec. 4, 1852	89 12 10½	621	4	20 14 4
Kouchibouguac,	Kent,	Henry L. Dwyer,	...	21 0 2½	336	2	8 2 0
Lakefield,	Do.	William S. Caie,	July 10, 1852	0 19 3	112	0	1 1 0
Ledge,	King's,	Duncan B. Campbell,	...	8 3 10½	168	10	2 8 10
Lepreau,	Do.	Thomas Leary,	Sept. 25, 1854	27 6 7½	672	1	15 17 1
L'Etete,	Do.	John McDermott,	June 29, 1857	2 6 3½	56	5	0 15 5
Little River,	Albert,	George Dick,	Jan. 19, 1856	0 9 0	43	2	0 9 2
Do. Coverdale,	Do.	Robert S. Colpits,	Dec. 2, 1857	0 15 3	43	10	0 9 10
Do. Elgin,	Do.	Collins Gifford,	Nov. 30, 1857	2 16 3	56	5	0 15 5
Do. Do.	Sunbury,	Moses Coburn,	...	2 6 3	56	6	0 16 6
Little Rocher,	Albert,	Converse Richardson,	Mar. 26, 1853	2 12 0	56	1	0 16 1
Little Shemogue,	Westmorland,	Thomas Oulton,	April 6, 1853	3 18 2½	207	7	2 7 10
Loch Lomond,	Saint John,	John Jordan, Jun.	July 27, 1852	1 11 7½	112	4	1 4 10
Londonderry,	King's,	James Douglass,	Nov. 1, 1853	8 13 6	56	5	2 2 1 5 3
Long Creek,	Queen's,	John Cole,	...	1 9 0	112	6	2 6 3
Long Point,	King's,	John Couiter,	April 3, 1855	0 12 0	30	7	0 7 1
Long Settlement,	Carleton,	John Carmichael,	...	1 12 0	56	6	0 14 6
Lower Brighton,	Do.	Benjamin Noble,	April 12, 1852	4 18 5	336	9	3 14 9
Do. Cape,	Albert,	George Turner,	May 13, 1855	2 12 4½	224	6	2 8 6
Do. Do.	Do.	William Steves,	...	1 5 6	336	7	3 19 3
Do. Hillsborough,	Do.	Nehemiah Bennett,	Dec. 17, 1853	7 3 11	336	3	3 10 3
Do. Do.	Do.	Manzer Atherton,	Oct. 2, 1856	0 12 11	56	1	0 12 1
Do. Prince William,	York,	Daniel Gitchell,	April 15, 1854	1 18 1½	112	5	0 12 5
Lynnfield,	Charlotte,	Robert V. Hanson,	Feb. 24, 1855				
Maces Bay,	Do.						

Report of all Way Offices in New Brunswick, Thirteen Months ended 31st October 1858.—Continued.

Name of Way Office.	County.	Way Office Keeper.	Appointment.	Revenue collected.	No. of Letters.	Days of Office.	Salary.
Maetaquack,	York,	James Mitchell,	Mar. 13, 1858	£2 12 4½	112	56	£1 6 10
Madawaska,	Victoria,	P. C. Amireaux,	Jan. 11, 1853	3 2 4½	336	56	5 7 11
Madisco,	Gloucester,	James D. Crowell,	May 31, 1858	5 3 11½	375	56	7 18 8
Maguadavio,	York,	Solomon Vail,	Feb. 2, 1852	3 4 5	112	...	1 8 1
Maple Green,	Restigouche,	James Fraser,	April 8, 1853	1 14 5	336	...	4 3 5
Maugerville,	Sunbury,	W. H. Bent,	June 3, 1857	20 6 1	328	...	5 6 2
Mechanics' Settlement,	King's,	Alexander Moore,	Feb. 22, 1853	2 10 11½	56	...	0 15 11
M'Kenzie's Corner,	Do.	John J. Hoyt,	...	2 10 0	43	...	0 13 4
Middle Simonds,	King's,	Thomas Boyd,	Oct. 18, 1852	9 6 6	336	26	7 9 8
Mill Stream,	Westmorland,	John H. Ryan,	Dec. 4, 1852	5 0 8	56	...	1 0 10
Moncton,	Carleton,	M. D. Harris,	Jan. 28, 1854	12 9 5½	336	...	4 9 11
Monument Settlement,	Do.	C. J. P. Wetmore,	...	0 12 8	43	...	0 9 8
Moore's Mills,	Westmorland,	J. E. Moore,	April 8, 1854	16 1 8	224	...	0 12 8
Mouth of Keswick,	York,	A. M'Queen,	...	4 1 3	112	...	3 15 6
Do. Mill Stream,	King's,	S. Hallett,	April 16, 1855	16 13 11½	336	...	1 9 10
Do. Nerepis,	Do.	T. R. Burgess,	June 20, 1852	11 12 7	101	39	9 5 0
Munquart,	Do.	J. M. Nase,	Mar. 26, 1852	1 18 1½	56	...	4 15 8½
Murray's Corner,	Carleton,	Murphy Giberson,	April 5, 1853	4 6 7½	56	...	0 14 8
Musquash,	Westmorland,	Pinguey Murray,	April 15, 1853	17 11 2	676	...	0 19 6
Nashwaak,	Saint John,	G. C. Carnan,	Mar. 10, 1852	9 5 10½	280	...	15 5 11
Nashwaaksis,	York,	William Plant,	Sept. 10, 1855	9 0 2	112	...	4 11 10
Nashwaak Village,	Do.	Peter M'Farlane,	Mar. 18, 1858	5 0 4½	280	...	1 19 2
Narrows,	Do.	John L. Fletcher,	Mar. 14, 1854	7 18 5	69	...	4 3 5 2
Nelson,	Queen's,	James T. Tool,	Feb. 5, 1855	8 17 2	224	...	1 6 2
New Bandon,	Northumberland,	William Hartt,	Feb. 20, 1856	8 1 8½	112	...	3 7 7
New Canaan,	Gloucester,	William Dawson,	Feb. 17, 1853	4 18 9	56	56	3 10 3
Newcastle Creek,	Queen's,	Benjamin Keith,	Aug. 17, 1853	4 17 3	56	...	1 0 8
New Horton,	Do.	Silas M'Mahon,	Sept. 2, 1854	1 6 0	56	...	1 1 6
New Ireland,	Albert,	Mariner Cannon,	Nov. 20, 1854	1 3 6	99	...	0 13 4
New Jerusalem,	Do.	James Fleming,	Sept. 5, 1857	6 7 2½	95	...	1 1 0
New Mills,	Queen's,	Samuel Mahood,	Dec. 24, 1851	8 8 10	375	56	6 12 9
New River,	Restigouche,	Donald M'Alister,	Jan. 23, 1852	19 6 3	504	13	11 16 2
Niguaq,	Charlote,	W. M'Gowan,	July 22, 1857	5 10 3	56	...	1 1 11
Northampton,	Northumberland,	George E. Letson,	May 27, 1857	4 10 0½	112	...	1 10 7
Northesk Boom,	Carleton,	David S. Gibson,	Oct. 12, 1854	3 12 6	56	...	0 18 1
Northfield,	Northumberland,	James Hutolison,	Jan. 3, 1854	2 9 0	45	...	0 13 9
	Sunbury,	Stephen D. Ross,	Dec. 26, 1857				

Name of Way Office.	County.	Way Office Keeper.	Appointment.	Revenue collected.	No. of Letters.	Days of Office.	Salary.
North Joggins,	Westmorland,	Rufus Cole,	Oct. 6, 1854	£7 4 9	56	...	£1 5 4
Norton,	King's,	John Hays,	Aug. 9, 1851	14 15 2	336	...	8 16 1
Oak Bay,	Charlote,	W. H. Polley,	Sept. 6, 1854	6 11 11	336	...	3 18 3
Oak Point,	King's,	J. L. Flewelling,	...	12 14 8½	439	...	3 19 11
Do.	Northumberland,	James Davidson,	Mar. 25, 1853	4 2 3	56	...	0 19 1
Oatnabog,	Queen's,	John Cameron,	Nov. 7, 1854	1 6 0	172	...	0 16 8
Paticake,	King's,	John Leavitt,	Mar. 16, 1858	4 8 4	30	...	1 16 8
Pennfield,	Charlote,	Jesse Prescott,	June 5, 1857	4 8 0	95	...	0 14 8
Perth,	Victoria,	William Hallett,	Nov. 14, 1857	1 4 6	77	...	1 0 4
Petersville,	Queen's,	James Bradley,	...	3 16 2½	69	56	1 10 10
Petersville Church,	Do.	Andrew Hamilton,	Nov. 14, 1854	1 0 7½	56	...	0 18 11
Pisarinco,	Saint John,	Thomas Gilbraith,	Mar. 17, 1854	4 6 8½	56	...	0 12 10
Pockmonche,	Gloucester,	James Barry,	June 2, 1855	1 16 9	168	...	0 19 5
Point LaNim,	Restigouche,	Donald Stewart,	April 2, 1855	1 16 7½	56	...	1 16 2
Pollett River,	Westmorland,	B. R. Colpitts,	Feb. 2, 1852	1 16 10	56	...	0 14 6
Pomeroy Ridge,	Charlote,	William M'Kenzie,	July 31, 1855	12 19 11½	112	...	0 14 5
Port Elgin,	Westmorland,	John Munroe,	Feb. 25, 1854	2 9 7½	56	...	2 5 8
Presquisie,	Carleton,	Thomas Johnstone,	...	17 18 7	336	...	0 15 3
Prince William,	York,	John Hea, Jun.	May 18, 1852	2 0 3½	224	...	5 0 10
Quaco Road,	Saint John,	Barnard Kirkpatrick,	Jan. 19, 1857	0 10 0	56	...	2 7 4
Ratter's Corner,	King's,	John Ratter,	Jan. 8, 1855	3 19 7½	56	...	0 11 10
Red Bank,	Northumberland,	Michael M'Kendrick,	Feb. 2, 1854	3 6 3	224	...	0 18 9
Richmond,	Do.	William O'Brien,	...	11 5 6	336	...	3 1 7 7
River Charlo,	Carleton,	George H. Parks,	May 13, 1857	3 15 3½	375	...	4 8 6 6
River DeChute,	Restigouche,	Alex. M'Pherson,	Sept. 7, 1857	5 13 4½	336	56	5 13 4
Rusagornia,	Sunbury,	Henry Baird,	April 24, 1852	1 10 0	56	...	7 6 4
Salmon River,	Albert,	Thomas H. Smith,	June 15, 1856	9 3 3½	56	...	0 13 10
Do.	Saint John,	Nathaniel Locke,	Jan. 24, 1852	4 2 11	56	...	1 9 2
Salt Springs,	King's,	Robert B. Pattison,	May 20, 1854	2 18 6	172	...	0 19 1
Seeley's Mills,	Do.	George M'Ewen,	Nov. 24, 1854	3 14 9	56	...	1 13 2
Shediac Road,	Westmorland,	Robert Morrison,	June 13, 1852	1 13 5½	246	...	0 18 3
Do. Terminus,	Do.	James Rodgersson,	April 26, 1856	57 12 0	297	...	2 10 10
Shepody Road,	Do.	Ovid Atkinson,	Dec. 21, 1857	1 0 0	112	...	8 13 8
Shippigan,	King's,	Joseph Wallace,	Nov. 2, 1854	22 9 0½	112	...	1 7 0
Smith's Creek,	Gloucester,	Peter Degrace,	...	11 4 8	56	...	3 6 7
Smith Town,	King's,	J. A. M'Naughton,	...	4 1 11½	56	...	1 13 4
Southampton,	Do.	Ebenezer Smith,	Feb. 4, 1854	9 8 3½	112	...	0 19 0
S. Branch, (Kennebec's),	York,	Thomas Atherton,	Mar. 9, 1853	0 19 4½	56	...	2 0 5
Do (Oromocto),	King's,	Daniel Godard,	Feb. 22, 1853	6 12 2½	56	...	0 11 8
South Nelson,	Sunbury,	George F. Smith,	Feb. 9, 1856	20 13 1	168	...	1 4 0
Sprague's Point,	Northumberland,	John Kain,	...	4 14 0	56	...	3 13 9
	King's,	F. D. Ganong,	Nov. 20, 1855				1 0 3

Report of all Way Offices in New Brunswick, Thirteen Months ended 31st October 1858.—Continued.

Name of Way Office.	County.	Way Office Keeper.	Appointment.	Revenue collected.	No. of Days.	Days.	Dates.	Salary.
Springfield,	King's,	Malcolm King,	Feb. 14, 1852	£19 15 8	198	...	...	£4 7 10
Spruce Lake,	Saint John,	Edward Stapleton,	...	0 14 7½	56	13½	...	1 0 8
Stanley,	York,	William Logan,	July 23, 1855	6 10 6½	56	...	...	2 11 4
Studholm,	King's,	John H. Ryan,	...	8 15 0	237	...	56	4 1 4
Saint Basil,	Victoria,	John Lynch,	Sept. 1, 1857	3 16 1½	336	...	...	0 15 7
Sussex Portage,	King's,	Wm. S. Teakles,	Feb. 17, 1853	2 8 1½	56	13	...	1 4 4
Tabouintac,	Northumberland,	Roderick McLeod,	Aug. 1, 1851	5 9 11½	637	13	...	6 19 2
Taylor Town,	Stunbury,	Robert M. Bailey,	Sept. 1, 1857	13 6 3½	56	...	...	0 18 3
Taylor Village,	Westmorland,	Charles Taylor,	Oct. 20, 1853	3 13 8	56	...	...	0 13 4
Ten Mile Creek,	Saint John,	John S. Parker,	Feb. 9, 1852	1 5 3 9	95	...	...	1 3 0
Tobique,	Victoria,	Alex. Campbell,	Nov. 23, 1857	6 0 0½	56	...	...	1 2 10
Tracadie,	Gloucester,	James Young,	Aug. 2, 1851	0 11 3	180	...	...	1 16 1
Turtle Creek,	Albert,	Richard Gross,	...	8 11 0	112	43	...	2 0 9
Uplam,	King's,	J. C. Upham,	Feb. 15, 1856	1 3 1	250	...	...	2 15 5
Upper Bay du Vin,	Northumberland,	Wm. Dickens,	May 28, 1853	1 11 7	56	...	...	0 14 0
Do. Brighton,	Carleton,	Wm. B. Tompkins,	Mar. 26, 1853	0 11 3	56	...	...	0 12 0
Do. Buctouche,	Kent,	Samuel Jorec,	June 18, 1857	6 8 0½	192	...	...	2 10 0
Do. Gagetown,	Queen's,	J. A. Currey,	Aug. 31, 1858	1 12 1	56	...	...	0 14 1
Do. Kent,	Carleton,	A. Hawthorne,	Feb. 7, 1857	1 6 6	60	...	...	0 13 0
Do. Keswick,	York,	James E. Smith,	June 8, 1858	0 15 3½	102	...	...	1 17 10
Do. Maugerville,	Stunbury,	Duncan S. Deveber,	Aug. 23, 1858	7 17 1	99	...	...	1 13 6
Do. Mills,	Charlotte,	William Bowden,	Nov. 10, 1857	5 18 0½	112	...	...	2 12 11
Do. Queensbury,	York,	Stephen Atherton,	May 25, 1857	10 5 10	168	...	...	1 8 2
Do. Saokville,	Westmorland,	Wm. King,	...	3 5 10½	112	...	...	4 19 9
Do. Southampton,	York,	John S. Patterson,	June 23, 1853	9 13 9	297	55	...	7 2 3
Do. Sussex,	King's,	John McLeod, Jun.	July 26, 1852	3 12 4½	336	336	...	9 1 8
Do. Wicklow,	Carleton,	S. H. Estabrooks,	Jan. 31, 1855	23 7 10	336	336	26	7 11 9
Do. Woodstock,	Do.	W. W. Woodworth,	Mar. 28, 1854	11 7 6	336	336	26	0 12 9
Victoria,	Do.	C. R. Boyer,	Feb. 22, 1852	1 0 3	56	...	...	0 18 10
Washademoak,	Queen's,	John Colwell,	Jan. 6, 1856	4 0 0	56	...	...	0 17 11
Webster's Creek,	Victoria,	C. E. Slocumb,	May 9, 1857	3 11 4½	56	...	...	3 7 0
Westcock,	Westmorland,	Thomas Lyons,	Jan. 27, 1857	12 6 11	224	...	...	0 14 5
Westmorland Point,	Do.	Thomas E. Oulton,	Oct. 1, 1853	3 2 7	43	...	...	2 12 4
White's Cove,	Queen's,	George W. White,	Dec. 30, 1857	5 9 6	273	...	...	7 12 4
Wickham,	Do.	Robert Golding,	Feb. 2, 1852	5 9 2½	336	336	26	0 17 3
Wicklow,	Carleton,	James Carry,	...	3 4 0	56	...	...	0 11 7
Williamstown,	Do.	Thomas Lindsay,	July 8, 1854	1 12 1½	48	...	...	0 11 7
Wood Point,	Do.	Simon Outhouse,	Jan. 31, 1858	5 1 1	56	...	...	0 19 6
Young's Cove,	Westmorland,	Robert Snodgrass,	Feb. 9, 1856	5 1 3½	56	...	...	...

J. M. JOHNSON, JUN., Postmaster General.

V. B. HUTCHISON, Chief Clerk.

No. 10.
Report of Letters of Value received at the Dead Letter Office, General Post Office, New Brunswick, Thirteen Months ended 31st October 1858.

When received.	Name and Address of Sender.	To whom addressed.	Contents.	How disposed of	No. of Receipt.
1857. October 4	Mrs. O'Brien, care of Dennis Cohan, York Point, St. John.	William Donohue, Ballyhooban, County Cork, Ireland.	Bank of B. N. American Bill of Ex. for £4 Sig.	Sent to Postmaster of Saint John, Oct. 10, 1857.	19
October 4	James M'Pheleneu, Sussex Vale.	William M'Pheleneu, Allgolan, County Tyrone, Ireland.	Bank B. N. American Bill of Ex. for £7 Sig.	Sent to Postmaster of Sussex Vale, Oct. 10, 1857.	20
Novem. 19	Ann Smith, Campbellton.	J. Smith, care of Angus M'Donald, Trent, River St. John, N. B.	Lumberman's Bank \$3 Bill.	Sent to Postmaster of Campbellton, Nov. 19, 1857.	21
Novem. 25	William Walsh, New Richmond.	John Walsh, Fredericton.	Nothing. Registered.	Sent to General Post Office, Toronto, Jan. 23, 1858.	22
Novem. 25	Patrick M'Manus, Golden Grove.	John M'Manus, Barque Thomassonlan, South Shields.	Nothing. Registered.	Sent to Postmaster of Saint John, Nov. 25, 1857.	23
Novem. 25	James W. Williams.	All. Signor Mateo Guitek, Boche di Cataro, Castel Novobianon	One pound five shillings paper money.	Sent to Postmaster (General), Washington, Nov. 25, 1857.	24
Decem. 18		James Winters, Leeds, St. Stephen, N. B.		Sent to Postmaster of Saint John. Returned, Williams having gone away, not known where. Aut. charged to Revenue, Dec. 18/57	25
1858. April 10	Richard	Rev. Chas. O. Wiggins, Montreal P. O. Canada.	Bank of N. Brunswick £5 Note.	Sent to Postmaster of Saint John, May 17, 1858.	26
April 20	None.	Mrs. Daniel Cartey, St. John, N. B.	Westmorland Bank \$3 Bill.	Sent to Postmaster of Bend. Returned, and amount charged to the Revenue, May 17, 1858.	27
May 15	Archibald Kerr, Maguashaw.	David Wilson, Newcastle, Miramichi.	Three Pounds in paper money.	Sent to Inspector of Dead Letters, Toronto, May 17, 1858.	28
May 15	Joseph Bandain, Grand River.	William Hay's, Maguashaw.	Due Bill for one pound fifteen shillings.	Sent to Inspector of Dead Letters, Toronto, May 17, 1858.	29
May 15	Daniel Smith, Black River, N. B.	James Albert Hancock, Melbourne, Australia.	Nothing.	Sent to W. O. Keeper at Black River, May 17, 1858.	30
May 15	Mary and Samuel Davies, Posted at Bristol, England.	Mr. Samuel Davies, Brig Hester, Miramichi.	Nothing.	Sent to G. P. Office, London May 17, 1858.	31
May 15	Elten M'Carthy Collins, St. John.	Michael Murphy, New York.	Bunker Hill Monument Bank Bill for \$5.	Sent to Postmaster of Saint John, May 17, 1858.	32
May 15	Michael Wakeham, St. John.	Mrs. Agnes Wakeham, Jersey, English Channel.	Bank of England £5 Note.	Sent to Postmaster of Saint John, May 17, 1858.	33
May 15	Jane Judge, St. John.	James Judge, Melbourne, Australia.	Nothing.	Sent to Postmaster of Saint John, May 17, 1858.	34

May 27	John Thornton, Chatham.	James Stewart, No. 44 King St. Boston.	Ten Dollar Bill, Freeman's Bk. Boston.	Sent to Postmaster of Chatham. Received from P. M. General of Canada as a Dead Letter, May 26, 1858.	35
June 18	Wm. Robertson, Richibucto.	Allen M'Donald, Georgetown, P. E. Island.	£1 Note Central Bank. 7s. 6d. Note Com. Bk.	Sent to Postmaster of Richibucto, July 12, 1858.	36
June 18	William Stewart, Chatham.	Charles Beverly, Olive Branch, Fredericton.	Central Bank One pound Note.	Sent to Postmaster of Chatham, July 12, 1858.	37
June 18	Alex. Ferguson, Upper Nelson.	G. H. Long, Brasher Falls, New York.	One Five Shilling Bank Note.	Sent to Postmaster of Chatham, July 12, 1858.	38
June 18	S. Scott Wood, Moncton.	James Briggs, Boston.	One 6d. and two 3d. Postage Stamps.	Sent to Postmaster at Bend, July 12, 1858.	39
July 5	Maria M'Clusky, Nashwaak.	Mrs. Mary Sperry, St. John.	Central Bank Five Shilling Note.	Sent to W. O. Keeper at Nashwaak, July 14, 1858.	40
July 5	None.	David Livingstone, Sackville.	Westmorland Bank Five Shilling Note.	Charged to the Revenue, Oct. 31, 1858.	41
July 5	W. H. Lopen, Shediac.	Mr. Putnam, Sackville.	Westmorland Bank One Pound Note.	Sent to Postmaster at Shediac, July 15, 1858.	42
July 15	Jane Mullis.	Richard Mullis, Fredericton Jail.	Saint Stephen's Bank Two Dollar Note.	Sent to W. O. Keeper, Eel River, July 16, 1858.	43
August 23	Geo. Todd, Fredericton.	Wm. M. Todd, Bensville, Canada.	Daguerreotype Likeness	Sent to Postmaster of Fredericton, Aug. 23, 1858.	44
August 25	Robert R. Briggs, St. John.	Richard Briggs, Slip Uncas, Caratra.	Nothing.	Sent to Postmaster of Saint John, Aug. 28, 1858.	45
Sept. 20	Abraham Kenney, St. John.	Mariane Kearney, Glasgow.	Bill of Exchange for £12 Sig.	Sent to Postmaster of Saint John, Sept. 24, 1858.	46
Sept. 29	G. M.	Mrs. M. C. Garey, Rochester, New York.	Bank of N. Brunswick One Pound Note.	Delivered to Geo. Minchin by Wm. Paisley, Oct. 6, 1858.	47
Sept. 29	H. C. Smith, St. John.	H. Cliff, care of J. M. Stearns, Milwaukee, Wisconsin.	Sixpenny Postage Stamp.	Sent to Postmaster of Saint John, Oct. 8, 1858.	48
Sept. 29	Susannah Day.	Mrs. Druscilla Anthony, Care of Thos. Wallace, Brooklyn.	A Gold Dollar.	Sent to Postmaster of Saint John and returned; cannot be found. Oct. 8, 1858.	49
Sept. 29	William Stiney, Boston.	Cornelius Stiney, Woodstock.	Ten Dollars in American Notes.	Sent to Postmaster General, Washington, Oct. 8, 1858.	50
Sept. 29	Mrs. James M'Pheleneu, Stadholin.	Miss Mary Fox, Philadelphia.	A Five Dollar American Note.	Sent to Postmaster, Sussex Vale, Oct. 8, 1858.	51
Sept. 29	W. J. Bedell, Fredericton.	Samuel Hallett, Hamtown.	Draft on Bank of New Brunswick for £25.	Delivered to Mr. Bedell by V. B. Hutchison, Oct. 8, 1858.	52
Sept. 30	Alex. Smith.	Mr. Murphy, Milltown.	Two pound ten shillings in Bank Notes.	Sent to Postmaster of St. Stephen, Oct. 19, 1858.	53
October 20	Mary M'Guire, Chatham.	Patrick M'Guire, Long Island.	A Gold Ring.	Sent to Postmaster of Chatham, Oct. 23, 1858.	54

V. B. HUTCHISON, Inspector of Dead Letters.

J. M. JOHNSON, JUN., Postmaster General.

No. 9.

Report of New Post and Way Offices established during the Thirteen Months ended 31st October 1858.

Name of Office.	Post or Way Office.	County.	Date of Appointment.	Name of Postmaster or W. O. Keeper.
Albert Quarries,	Way Office,	Albert,		
Belledune River,	Way Office,	Restigouche,	Feb. 5, 1857	Allan Vaughan.
Bloomfield,	Way Office,	Carleton,		James Sherrad.
Carleton,	Post Office,	Saint John,	Nov. 5, 1857	James R. Reed.
Little River, Coverdale,	Way Office,	Albert,	Nov. 17, 1857	Collin Gifford.
Do. Elgin,	Way Office,	Do.	Nov. 16, 1857	Robert J. Colpits.
Long Settlement,	Way Office,	Carleton,		John Carmichael.
M'Kenzie's Corner,	Way Office,	Do.		John Y. Hoyt.
Monument Settlement,	Way Office,	Do.		
Northfield,	Way Office,	Sunbury.	Dec. 14, 1857	Stephen D. Ross.
Patticake,	Way Office,	King's,	Feb. 15, 1858	John Leavitt.
Pennfield,*	Way Office,	Charlotte,	June 5, 1857	Jesse Prescott.
Perth,	Way Office,	Victoria,	Nov. 4, 1857	William Hallet.
River Charlo,	Way Office,	Restigouche,	Sept. 7, 1857	Alex. M'Pherson.
Shediac Terminus,	Way Office,	Westmorland,		Ovid Atkinson.
Studholm,	Way Office,	King's,		
Tobique,	Way Office,	Victoria,	Nov. 10, 1857	Alex. Campbell.
Turtle Creek,	Way Office,	Albert,		Richard Gross.
Upper Keswick,	Way Office,	York,	June 8, 1857	James E. Smith.
Do. Maugerville,	Way Office,	Sunbury,	Aug. 23, 1858	Dun. S. Deveber.
Do. Mills,	Way Office,	Charlotte,	Nov. 3, 1857	William Bowden.
White's Cove,	Way Office,	Queen's,	Dec. 14, 1857	Geo. W. White.

* Office removed from Head of L'Etang.

MEMO.—The Officers whose Appointments are dated previous to the 30th September 1857, did not come into operation until after that date.

J. M. JOHNSON, JUN., *Postmaster General.*

V. B. HUTCHISON, *Chief Clerk.*

REGULATIONS FOR THE POST OFFICE IN NEW BRUNSWICK,

APPROVED BY THE GOVERNOR IN COUNCIL.

PART I.—General Regulations.

1. Appointment of Postmasters.
2. Oath of Office.
3. Postmaster, &c. taking office, to transmit to Postmaster General list of property, &c. received.
4. Separate Room or Office to be provided.
5. A Bar Room not to be used.
6. Postmaster and Assistants only to have access to Office.
7. Sign Board and Letter Box.
8. Office to be open during business hours.
9. Sunday Mails.
10. Office not to be removed without consent of Postmaster General.
11. Duties to be performed personally.
12. No person under sixteen years to be employed.
13. Postmaster, &c. wishing to resign must give notice, &c.
14. On death of Postmaster, sureties to remain liable, &c.
15. Letters, &c. received from Department to be filed, &c.
16. When Mail passes Office in night, latest time afforded to public, &c.
17. Notice to be given of hour of arrival and closing Mails.
18. Death, removal, &c. of sureties, principal to give notice.
19. Postmaster to see that Oath taken by Assistant, &c.
20. No Postmaster, &c. can hold Mail Contract.
21. Address of Letters to General Office, &c.

1. A person being appointed to take charge of a Post or Way Office will receive a blank Form of Sureties, which he, together with two persons as sureties, will sign, stating their names, occupations, residence, &c. The solvency of the proposed sureties must be certified by two Magistrates in the County; upon this being returned to the General Post Office, a Bond will be immediately prepared and enclosed for signature, and the necessary Stores, &c. for conducting the business of the Office will be furnished.

2. Every person employed by or under the Post Office, must, on entering the service, take and subscribe the usual Oath of Office; and no one can have charge of a Mail, access to the Letters, &c., or perform any official duty, until such Oath is subscribed and sworn to before a Magistrate of the County.

3. Every Postmaster or Way Office Keeper when succeeding to the charge of an Office, should make an exact Inventory or List of all property belonging to the Office handed over to him by the retiring officer, his representatives, or sureties, with a statement of Mail matter so received, and the amounts chargeable against him and the retiring officer respectively. This List should be signed by the new incumbent and the retiring officer, or his representatives, and transmitted to the Postmaster General.

4. A separate Room or Apartment conveniently fitted up for the purpose, must be provided for conducting the business of the Office, whenever the duties are sufficiently extensive to require such accommodation; and when otherwise, the Letters, &c. must be kept locked in a Desk, Press, or other suitable place of security.

5. On no account is a Post or Way Office to be kept in a Bar Room or Public Room of a Tavern.

6. No person but the Postmaster, Way Office Keeper, their sworn Assistants, or Officers appointed by the Postmaster General, shall have access to the Letters, Newspapers, &c. either in making up or receiving Mails, or in the daily routine of the Office.

7. The Sign Board supplied by the Department must be affixed to the outside of the Post Office Building, in a position to be easily seen and read, and a Letter Box must be fixed in some convenient part of the Office, with an opening for posting Letters accessible from the Street. The words "Letter Box" should be painted or printed over the opening.

8. The Office is to be open every day during the usual hours of business in the place, and the Postmaster or Way Office Keeper will attend at other hours to receive and dispatch Mails when necessary.

9. No Letters, Newspapers, Pamphlets, Printed Books, Magazines, Reviews, or other Publications, shall be delivered by any Officer in the Post Office Department on Sundays.

10. The Post or Way Office is not to be removed without the consent of the Postmaster General.

11. The duties are to be performed by the Postmaster or Way Office Keeper personally, or by some sworn Assistant under the immediate superintendence of the Officer, who shall be responsible for the care and attention of such Assistant; and no Postmaster or Way Office Keeper can transfer the charge of his Office and the

performance and superintendence of its duties to another, except temporarily, in the event of illness or unavoidable absence, when the circumstance must be reported to the Postmaster General.

12. No person under the age of 16 years should be employed in the Post Office service, or suffered to have access to the Letters, &c. at an Office.

13. Any Postmaster or Way Office Keeper wishing to resign his office, must give notice in writing to the Postmaster General, when measures will be taken to relieve him, and he is not at liberty to relinquish his charge until a new appointment has been made, and instructions given him to make the transfer of the Office to his successor, as his responsibility will continue until the transfer has been duly made.

14. In the event of the death of a Postmaster, the responsibility of the sureties will continue for the fidelity of the person left in charge of the office, until a successor is appointed and assumes the duties, and should they see fit, the sureties, or any one of them, may in such case perform the duties of Postmaster until a new appointment takes place.

15. All Letters, Circular Instructions, &c. addressed to and received by a Postmaster or Way Office Keeper from the Department, are to be carefully filed, so that an easy reference may be had to them at any time, and when replying to communications from the Postmaster General, they should be careful to return any papers or enclosures which may have been sent for perusal or remarks.

16. When a Mail passes an Office in the night, the latest reasonable time should be afforded to the Public for receiving and posting correspondence.

17. A Notice stating the hours at which the Mails close and arrive, and the hours at which the Office is opened and closed, should be posted at every Post and Way Office, in such a position as to be readily observed by the Public.

18. In case of the death, removal from the Province, insolvency, or any other disability of one or both of his Sureties, the Postmaster or Way Office Keeper will report the fact to the Department, in order that a new Bond may be executed.

19. The Postmasters will see that the oaths of the Assistants and Letter Carriers attached to his Office, be immediately forwarded to the General Post Office.

20. No Postmaster, Assistant Postmaster, or Clerk employed in a Post Office, can hold a Mail Contract or be connected in carrying a Mail.

21. Every Postmaster or Way Office Keeper in addressing the Department, should write the name of his Office and County at the head of his Letter, and avoid writing on more than one subject in the same Letter.

PART II.—Dispatch and Receipt of Mails.

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|---|--|
| 1. Unpaid Letter stamped on back. | 10. Time Bill. |
| 2. Prepaid in money stamped on face. | 11. On receiving Mail, Time Bill to be examined and checked. |
| 3. Prepaid by Stamp, Stamp to be obliterated. | 12. Amount of Unpaid Letters compared. |
| 4. Letter posted after dispatch of Mail to be marked "Too Late." | 13. Letters insufficiently paid, additional postage to be taxed. |
| 5. Corresponding Offices. | 14. Amount of Letter Bills to be entered in the Monthly Sheets. |
| 6. Letters going beyond delivery to be forwarded to nearest corresponding Office. | 15. Letter Bills received to be signed. |
| 7. On making up Mails, boxes to be cleared. | 16. Postmaster to make up Mails for corresponding Office only. |
| 8. Letter Bill, how filled up. | |
| 9. Letter Bill and Letters to be tied up. | |

1. All Unpaid Letters mailed at a Post Office must be carefully stamped on the back with the dated Stamp, shewing the day, month, and year on which they were delivered into the Office, and the proper tax stamped or marked on the face or address side, in black ink.

2. Letters having been prepaid in money should be stamped on the face with the dated "Paid" Stamp, and the proper tax marked or stamped (also on the face) with red ink.

3. Letters posted at an Office and prepaid by Postage Stamps, should be stamped on the back with the dated Stamp, and the Postage Stamp carefully obliterated by the instrument used for that purpose; and where this has not been supplied, the Stamps must be cancelled by making a cross on each with a pen, thus X.

4. A Letter posted on the same day and within one hour after the dispatch of the Mail by which it would have been forwarded, should be marked or stamped "Too late" on the face side with red ink, which will explain why the Letter was not sent on that day.

5. Postmasters will make up and receive Mails for other Offices as the Postmaster General may direct; such Offices are termed Corresponding Offices, and Letters and Papers addressed to those places, (or places within their delivery) are to be mailed direct upon them.

6. All Letters and Papers going beyond the delivery of either of the Corresponding Offices, are to be forwarded to the Corresponding Office nearest to the destination of such Letters and Papers.

7. In making up a Mail, the Postmaster should be particular in clearing the receiving Boxes of all Letters posted in time for such Mail, and sort the Letters in separate parcels, viz:—

1st.—Unpaid Letters and other Mail matter for delivery at the Corresponding Office.

2nd.—Letters, &c. on which the postage has been prepaid in money at the Dispatching Office, or which may have been prepaid at a Way Office subordinate thereto.

3rd.—Stamped Letters, Letters prepaid at other Post Offices, and *forward Letters*.

These divisions are not to include Registered Letters, which are to be tied up in the Letter Bill, on which the number and address of each Registered Letter must be copied.

8. The Letter Bill is then to be filled up with the date of dispatch, the name of Dispatching and Corresponding Offices, the amount of unpaid Postage charged on the "Corresponding" Office, and paid Postage charged on the "Dispatching" Office, the address of Registered Letters, and the signature of the Postmaster or Assistant dispatching the Mail. The amounts on the Letter Bill are then to be copied into the Book of "Mails Sent," and afterwards carried to the "Sent" side of the Monthly Sheet, under the heading of the place to which the Mail is to be dispatched, and on the line corresponding to the date of dispatch. Care must be taken in dating the Letter Bills, and entering the amounts in the "Sent" Book and Monthly Sheet.

9. The Letter Bill and Registered Letters then to be tied up with the other Letters, and placed with the Newspapers in the Mail Bag, which must be securely sealed with the Office Seal, and labelled with name of the Corresponding Office.

10. The Time Bill shewing the time of dispatch from the Post Office is to be delivered to the Courier with the Bag.

11. When receiving a Mail the Postmaster should first examine the Time Bills, and satisfy himself that he has received the proper Bags, and fill in the date and hour of arrival on the time Bill. He should next examine the state of the Bags and Seals thereon, and then open all the Bags addressed to his Office, and carefully turn them inside out, to prevent the possibility of any thing remaining therein.

12. The amount of "Unpaid" Letters for delivery, and Letters "Paid" at the Corresponding Office, should be compared with the Letter Bill, and if there should be a difference in the amounts, the computations are to be checked, or the Postmaster should go over the calculations a second time, and then enter in the "Received" Side columns his statement of the true amount, writing the words "Twice Counted" and his initials, on the Bill.

13. On each Letter that has been insufficiently paid, either by money or stamps, except such Foreign Letters as require to be prepaid, and which are to be dealt with as hereafter provided, the receiving Postmaster will mark the amount of additional Postage, and stamp or write thereon the words "More to pay." If the Letter should be addressed to a place within his delivery, such additional Postage is to be entered on the Letter Bill in the proper column, and accounted for on the "Received" side of the Monthly Sheets under the head of "Additional Postage."

14. The amounts of the Letter Bill received should be entered in the Monthly Sheets, under the heading of the "Dispatching" Office, and on the line to correspond with the dates of the dispatch of the Mails as marked by the sending Postmaster, and *not* the dates on which the Mails have been received at the Office.

15. All Letter Bills received must be signed by the Postmaster or his Assistant.

16. Each Postmaster will make up Mails for his Corresponding Offices only, a list of which will be furnished to every newly established Post Office, and Postmasters will be notified by the Department of any variations which it may be necessary to make in their lists.

PART III.—Provincial Rates of Postage.

Letters between New Brunswick and other British North American Colonies.

1. On Letters not exceeding $\frac{1}{2}$ ounce in weight, between any place in New Brunswick and any other place in British North America, the Rate is an uniform charge of three pence, which may be prepaid or not at the option of the sender. For every additional weight of $\frac{1}{2}$ an ounce, or any fractional part thereof, there shall be charged an additional Rate of three pence, thus—

On a Letter not exceeding $\frac{1}{2}$ ounce in weight,		£0	0	3
Do. over $\frac{1}{2}$ oz. and not exceeding 1 oz.		0	0	6
Do. 1	do. 1 $\frac{1}{2}$	0	0	9
Do. 1 $\frac{1}{2}$	do. 2	0	1	0
Do. 2	do. 2 $\frac{1}{2}$	0	1	3
Do. 2 $\frac{1}{2}$	do. 3	0	1	6
Do. 3	do. 3 $\frac{1}{2}$	0	1	9
Do. 3 $\frac{1}{2}$	do. 4	0	2	0
Do. 4	do. 4 $\frac{1}{2}$	0	2	3
Do. 4 $\frac{1}{2}$	do. 5	0	2	6
Do. 5	do. 5 $\frac{1}{2}$	0	2	9
Do. 5 $\frac{1}{2}$	do. 6	0	3	0
Do. 6	do. 6 $\frac{1}{2}$	0	3	3
Do. 6 $\frac{1}{2}$	do. 7	0	3	6
Do. 7	do. 7 $\frac{1}{2}$	0	3	9

N. B.—No Postage shall be charged on Letters carried through the Province and not delivered therein.

PART IV.—Packet Letters.

- Letters between Great Britain and New Brunswick, 7 $\frac{1}{2}$ d. currency.
- Unpaid Letters from Great Britain only to be taxed where English Mails made up.
- Paid Letters for Great Britain must be stamped and taxed on face—Red Ink.
- Letters for Bermuda, Newfoundland, and West Indies.
- On these the Provincial rate of 3d. currency must be prepaid.
- Foreign West Indies.
- Rate for other Countries.

1. On Letters between the United Kingdom and New Brunswick the Rate is an uniform charge of six pence sterling, or seven pence half penny currency, the half ounce, which may be prepayable or not, at the option of the sender.

2. Unpaid Letters for the United Kingdom should not be taxed with Postage, except at the Offices where English Mails are made up, viz: Fredericton, Sackville, Saint Stephen, and Saint John; and then on the face, with the New Brunswick Claim Stamp.

3. Paid Letters for the United Kingdom must be stamped and taxed on the face with Red Ink, in both Sterling and Currency, according to the following scale:—

			Sterling.			Currency.		
For a Letter not exceeding $\frac{1}{2}$ oz.	....	....	£0	0	6	£0	0	7 $\frac{1}{2}$
Do. do. 1 "	....	....	0	1	0	0	1	3
Do. do. 2 "	....	....	0	2	0	0	2	6
Do. do. 3 "	....	....	0	3	0	0	3	9
Do. do. 4 "	....	....	0	4	0	0	5	0
Do. do. 5 "	....	....	0	5	0	0	6	3
Do. do. 6 "	....	....	0	6	0	0	7	6

and so on.

It

It will be seen that half ounces are not noticed after the first ounce, but after the first ounce any fraction is charged as one ounce in addition.

4. On Letters for Bermuda and Newfoundland the Rate of Postage is six pence half penny sterling, or eight pence currency, the half ounce, and the West Indies ten pence half penny sterling, or one shilling and one penny currency the half ounce.

5. On Letters for the above places, (except Foreign West Indies,) the Provincial Rate of three pence currency the half ounce must be collected, but the prepayment of the remainder of the Postage is optional.

6. The whole Postage on Letters for the Foreign West Indies must be paid in advance.

7. The Rates of Postage for other Countries will be found in the Table of "Foreign Rates" annexed to the Post Office Directory, and due notice will be given when any alterations occur, which must be noted on the Table.

PART V.—Soldiers and Seamen's Letters.

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| 1. Rate of Postage on Soldiers and Seamen's Letters to be prepaid—how addressed, &c. Not to exceed $\frac{1}{4}$ oz. and refer only to private affairs. | 5. Exceptions to these provisions. |
| 2. Will be forwarded to Foreign Countries on prepayment of Foreign postage. | 6. Clerks Assistants in Her Majesty's Service may send as Soldiers. |
| 3. No additional postage on redirection. | 7. No additional postage on Letter redirected to commissioned Officer. |
| 4. If received by private Ship will be charged 3d. each. | 8. Postmasters to examine these Letters, and see if conformable to regulations. |

1. Non-commissioned Officers, Captains, Stewards, Soldiers, and Seamen, while they are employed in Her Majesty's Service, can send and receive Letters at the Rate of one penny each, under the following Regulations:—

1st. The Penny must be paid at the time the Letter is posted.

2nd. The name of the Soldier or Sailor, his class or description, and the name of the Ship, Regiment, or Corps or Detachment, to which he belongs, must be specified in the direction of the Letter. In the case of Letters sent by Soldiers or Seamen, the Officer in command must sign his name and specify his rank, and the name of the Ship, Regiment, Corps, or Detachment which he commands.

3rd. The Letter must not exceed half an ounce in weight.

4th. The Letter must refer solely to the private affairs of the Soldier or Seaman.

All the foregoing descriptions must be fully written in the address in the following forms, the initials of the name of any Ship or Regiment being insufficient:—

FORM.

From A. B. Seaman H. M. S. _____ <i>Direction.</i>	From A. B. Sergt. _____ Regiment. <i>Direction.</i>
C. D., Captain or Commanding Officer H. M. S. _____	C. D., Colonel or Commanding _____ Regiment.
To A. B. Seaman H. M. S. _____	To A. B. Private (Serg't. &c.) _____ Regiment.

2. Letters for Solders or Seamen in actual service may be forwarded at the above rate to or through any Country requiring the prepayment of any Foreign or transient Postage, but subject to the payment of any Foreign or transient Postage as may be chargeable thereon.

3. Soldiers or Seamen's Letters are not liable to any additional Rate of Postage on redirection.

4. Letters for Soldiers or Seamen received by private ship must be charged with a Rate of three pence each.

5. Letters sent to or by Commissioned or Warrant Officers, Midshipmen, or Master's Mates, Engineers in the Navy, Captain's Clerks, or Schoolmasters, or Commissioned or Warrant Officers in the Army, are not included in the privilege attached to Letters of Soldiers or Seamen, but are chargeable with the same Rate as ordinary Letters.

6. Clerks' Assistants in Her Majesty's Service are allowed to send and receive their Letters in the same manner and under the same Regulations as Soldiers and Seamen.

7. No additional Postage is to be charged on the redirection of a Letter addressed to a Commissioned Officer of the Army or Navy, when he has removed on service within or from any British Colony.

8. Postmasters are required to examine carefully every Letter purporting to be a Soldier's or Seaman's Letter, and if it be not in all respects conformable to the above Regulations, to charge it with full Postage, writing in Red Ink on the face of the Letter the reason for such charge.

PART VI.—Ship Letters.

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|---|---|
| 1. Ship Letters to be stamped, &c. | 5. Declaration to be made by Shipmaster. |
| 2. Letters from United Kingdom in Ship Letter Mail, pre-paid, subject to inland rate. | 6. Certificate to be delivered to Shipmaster. |
| 3. Ship Letters not in Mail, 1½d. to be paid Master, receipt taken, &c. | 7. Postmaster to keep Register of Shipmasters who make Declaration, and make Quarterly returns to General Office. |
| 4. Amount paid Shipmasters to be entered in Ship Letter Book. | 8. Form to be transmitted. |

1. All Ship Letters delivered at a Post Office must be stamped with the Ship Letter Stamp on the face or address side, and also of the dated Office Stamp on the seal side, shewing the date on which the Letter was received.

2. On Letters from the United Kingdom, if received in a Ship Letter Mail, the postage for Sea conveyance and also the gratuities of the Master will have been paid in the United Kingdom, but an Inland Rate of three pence currency per half ounce is chargeable if not delivered at the Port of arrival, and should be taxed before forwarding.

3. On all Ship Letters brought loose, (*i. e.* not in a Ship Letter Mail,) a gratuity of three half pence each is to be paid to the Master of the Vessel, and his receipt for the same taken on the printed form supplied by the Department. Should such Letters be for delivery in the Town at which they are first received, a Rate of three pence currency per the half ounce will be chargeable; but if forwarded to other Towns they will be liable to a Rate of six pence the half ounce.

4. The amounts paid to Shipmasters and amount charged against the Post Office, should be entered in the "Ship Letter Book," and afterwards in the Quarterly Ship Letter Accounts.

5. Every Master of an inward bound vessel must on his arrival make the following Declaration before the Postmaster or Way Office Keeper at the Port of Entry and at the Office where the Letters brought are by law to be delivered:—

FORM OF DECLARATION.

I, A. B., Master of the [*state name of vessel,*] arrived from [*state place,*] do solemnly and sincerely declare that I have to the best of my belief delivered or caused to be delivered to the Post Office all Letters brought by me, except those exempted by Law.

A. B.

Made before me at

18 . C. D., *Postmaster.*

6. The Postmaster or Way Office Keeper is required to give to every Master or person making such Declaration before him, a Certificate in the following Form:—

I certify that ——— Master of [*name of vessel*] of the burthen of ——— tons, from ——— has this day made before me the Declaration required by Chapter 40, of Title IV. of the Revised Statutes.

Post Office at ——— the ——— day of ———, A. D. 18—.

C. D., *Postmaster.*

7. Upon taking the Declaration from the Master of any Vessel, the Postmaster shall enter in a Book to be furnished by the Department, and under the proper head, the name of the Vessel, Master, her tonnage, where from, and the date of making such Declaration; and shall transmit Quarterly under his hand, on the first day of February, May, August, and November respectively, to the Postmaster General, a correct copy and list from such Book, in Form A, for that purpose furnished, shewing the names of the Vessels, Master, Tonnage, &c., for which such Declarations have been made during the past Quarter.

8. This Form is to be transmitted whether any such Declarations have been made or not.

FORM A.

Register of Vessels arrived at the Port of ——— Quarter ended ——— 185 .

Date of Certificate.	Vessel.	Master.	Tonnage.	Where from.

Post Office.

A. B., Postmaster.

PART VII.—Registration.

1. To what it applies.
2. Mode of Registration.
3. Not prepaid, a double Registration fee.
4. To be enclosed in Green printed cover.
5. Forwarding Offices to enter address on Bill and in Book.
6. Letters to be posted half an hour before closing.
7. Cover and Letter to be stamped with dated Stamp.
8. Take Receipt on delivery.
9. Postmaster cannot refuse to Register Letters.
10. Neglect or violation by officer to make him liable, &c.
11. Omission to enter address on Bill, Officer made liable.

1. The system of Registration is applicable to all description of Letters without distinction, whether they contain Coin, or articles of value, or not.

2. A Postmaster or Way Office Keeper on being applied to to register a Letter will demand a Register Fee of six pence in addition to the Postage, and will write distinctly on the face of the Letter, "Registered Letter," No. ——— (commencing with No. 1, on the first day of each year,) in Red Ink; he will then stamp the Letter plainly with the dated Stamp, and enter the Number and Address on the left hand side of the "Receipt Book," giving the applicant the receipt, which is to be torn out of the book, and upon it he must also enter the Number and Address of the Letter, so as to correspond with the entry in the margin of the Book. The Receipt must also bear the impression of the dated Office Stamp. He must also enter the Number and Address, and Date, and the Office to which forwarded, in the "Registered Letter Book."

3. When any unpaid Letters, marked Money or "Registered," are posted, they are to be registered, and a double Registration Fee of one shilling, in addition to the postage, will be charged to the person addressed.

4. Registered Letters, whether paid or unpaid, must be enclosed in the Green printed Covers, supplied by the Department, properly numbered and addressed, and when forwarded in the Mail, they must be tied up with the Letter Bill, on which the number and address must also be copied.

5. Postmasters at every Forward Office through which the Letter passes, must enter the address on the Letter Bills with which they are forwarded, and also in the "Registered Letter Book."

6. Letters received in order to be Registered, must be posted half an hour previous to the closing of the Mail by which they are to be sent.

7. In all cases the Cover of a Registered Letter, as well as the Letter itself, must bear the impression of the dated Stamp of every Office through which it may pass.

8. On delivering a Registered Letter, the Postmaster or Way Office Keeper must take a Receipt on the inside of the Cover from the person to whom the Letter is addressed, stamping the Cover in the inside with the date on which it was delivered.

9. No Postmaster or Way Office Keeper can refuse to register a Letter provided it has been posted in sufficient time.

10. Any violation or neglect of the above Regulations which shall involve the loss of a Registered Letter, will render the party liable to be called on to make good the amount of loss sustained in consequence; and it must be distinctly understood that the Postmaster or Way Office Keeper in whose possession such Letter can be last traced, will be held responsible for it, until he shall have discharged himself of the responsibility by a satisfactory explanation. It will therefore be necessary for every Postmaster or Way Office Keeper on opening a Mail Bag immediately to seek the Letter Bill, and in the event of a Registered Letter being entered on it, to certify its arrival by attaching his signature to the Bill. Should an entry be made on the Bill, and such Letter cannot be found, the circumstances must be immediately reported to the Postmaster General.

11. Any omission to enter the address of a Registered Letter on the Bill will be severely censured; and should any loss occur in consequence, the Postmaster or Way Office Keeper with whom the irregularity occurs will be held responsible.

PART VIII.—Forward Offices.

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| 1. What termed Forward Letters. | 6. Postage on paid Letters, &c. to be remailed should be entered in Letter Book. |
| 2. Letters to be remailed to be sent first post. | 7. Remailed Letters prepaid to be kept separate. |
| 3. Unpaid Letters for delivery at Corresponding Office to be charged in Bill to that Office. | 8. Record of Registered Letters kept in Forwarding Office. |
| 4. Forward Letters to be remailed to Corresponding Office nearest their destination. | 9. Registered Letters how stamped. |
| 5. If Postage on unpaid Forward Letters be wrong charged, must not alter Bill, but on remailing should take credit in Form 2. | 10. Other Letters how stamped. |

1. A Forward Office is an Office to which Letters, &c. are sent by its corresponding Offices to be remailed. Such Letters are termed Forward Letters.

2. Letters received at a Forward Office to be remailed, should be sent on by the first post dispatched to their destination.

3. Unpaid Forward Letters received, for the delivery of an Office corresponding with the Forward Office, are to be charged in the Letter Bill to the corresponding Office.

4. If the Forward Letters are not for the delivery of any of the Offices with which the Forward Office corresponds, they are to be remailed to the corresponding Office nearest their destination, without entering the amount in the Letter Bill.

5. If the postage on Unpaid Forward Letters be erroneously charged against a Forward Postmaster, he is not to amend the error by altering the Letter Bill, but on remailing the Letters, should take credit for the amount wrongly charged upon him, in Form No. 2.

6. The Postage on all paid Letters and Newspapers sent to a Forward Office to be remailed should have been entered in the Letter Bill of the Office at which they have been posted, and the Forward Postmaster is expected to see that no loss occurs to the Revenue from any neglect of this duty.

7. On remailing Letters which have been prepaid at another Office, the Forward Postmaster will not enter his prepaid postage in his Letter Bill. Letters of this description should be kept separate from those prepaid at his own Office, or Way Offices subordinate to his Office.

8. A Record must be kept of all Registered Letters passing through a Forward Office, shewing the Office to which they have been remailed, with the dates of receipt and dispatch.

9. Registered Letters received at a Forward Office, should be stamped on the Seal side, with the dated Office Stamp. The Green Cover must also be stamped on the back.

10. All Letters received at a Forward Office from a corresponding Office, must be immediately stamped on the Seal side with the dated Office Stamp.

PART IX.—Postage Rates on Books, Periodical Publications, or Pamphlets.

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| <ol style="list-style-type: none"> 1. Pamphlets, &c. under 2 oz. 2. Books, Periodicals, &c. under 16 oz. 3. May be prepaid or unpaid, except United States. 4. How put up. 5. & 6 No writing on Cover, &c. 7. Book Post with United Kingdom. 8. How put up. No writing, &c. on cover. | <ol style="list-style-type: none"> 9. Must be prepaid. 10. Size of package. 11. Consequence of neglect of Regulations. 12. To what Regulations of British Book Post applies. 13. Books, &c. for Bermuda and Newfoundland—Rates. 14. Parliamentary and Government Papers to and from Great Britain, &c. |
|--|--|

1. Pamphlets or Tracts not exceeding two ounces in weight, and all Parliamentary and Government Papers, Imperial or Provincial, are transmitted free.

2. Printed Books, Periodical Publications, or Pamphlets, when over 2 ounces and under 16 ounces in weight each, at the rate of $\frac{1}{2}$ d. per ounce up to 6 ounces, and 1d. for each additional ounce to 16 ounces; but none of these exceeding 16 ounces can be transmitted by Mail within this Province.

3. Prepayment of these Rates will be optional, except when such printed matter is addressed to the United States, and in such case the postage must invariably be prepaid; and on all printed matter (except Newspapers) received by Mail from the United States, the above Provincial Rates are to be collected on delivery.

4. Pamphlets, Periodicals, and Books, to pass at the above Rates, must be sent without a cover or in a cover open at the sides or ends.

5. No words or marks (except the name and address of the sender, and the person to whom sent,) shall be written on any Newspaper, Pamphlet, Book, Periodical, Parliamentary or Government paper.

6. Any violation of these Regulations will subject such Newspapers, Pamphlets, Periodicals, or Books, &c. to be treated in every respect as Letters.

7. Printed Books, Magazines, Reviews, and Pamphlets, (whether British, Colonial or Foreign,) may be transmitted by Post, between New Brunswick and the United Kingdom, at the following Rates of Postage, viz:—

For each Packet—

		Sterling.		Currency.	
		Os.	3d.	Os.	4d.
Not exceeding 4 ounces in weight,		0	6	0	7 $\frac{1}{2}$
Exceeding 4 oz. and not exceeding $\frac{1}{2}$ lb.		0	6	0	7 $\frac{1}{2}$
“	$\frac{1}{2}$ lb “ “ 1	1	0	1	3
“	1 “ “ 1 $\frac{1}{2}$	1	6	1	10 $\frac{1}{2}$
“	1 $\frac{1}{2}$ “ “ 2	2	0	2	6

And so on increasing six pence sterling or seven pence half penny currency for every additional half pound or fraction of a half pound; provided however, that the following conditions be carefully observed:—

8. Every such Packet must be sent without a cover, or in a cover open at the sides or ends:

It must contain a single volume only, (whether Printed Book, Magazine, Review, or Pamphlet,) the several sheets or parts thereof, when there are more than one, being sewed or bound together:

It must have no writing or marks upon the cover or its contents, except the name and address of the sender and the person to whom it may be sent.

9. The Postage must be prepaid in full, either in money or by affixing outside the Packet, or its cover, the proper amount of Stamps.

10. It must not exceed two feet in length, breadth, width, or depth.

11. If any of the above conditions be violated, the Packet must be charged as a Letter, and treated as such in all respects.

12. As no Book may be sent by any route which would entail an extra expense on the Department, these Regulations apply only to Books, &c. sent by the British Contract Packets, via Halifax.

13. Books, &c. for Bermuda and Newfoundland are liable to the same rates of Postage as above, and must also be paid in advance.

14. The above Instructions are not to extend to or interfere with the transmission of Printed Votes and Proceedings of Parliament, or of Printed Papers allowed to pass under the Newspaper privilege. See No. 1 of this Part.

PART X.—Book Postage to British Colonies, passing through Great Britain.

Rates of Postage.

The Rates of Postage to the undermentioned Colonies, will be as follows:—

To Malta,	To Ascension,
Gibraltar,	Cape Town,
Ionian Islands,	Natal,
Sierra Leone,	Helligoland,
Gambia,	Labuan,
Gold Coast,	Vancouver's Island,
Saint Helena,	Falkland Island,

For each Packet—

				Sterling.	Currency.
Not exceeding 4 oz. in weight,	....	....	....	Os. 6d.	Os. 7½d.
Exceeding 4 oz. and not exceeding ½ lb.	....	....	....	1 0	1 3
“ ½ lb. “ “ 1	....	....	....	2 0	2 6
“ 1 “ “ 1½	....	....	....	3 0	3 9
“ 1½ “ “ 2	....	....	....	4 0	5 0

and so on.

To Ceylon,	To New South Wales,
East Indies,	South Australia,
Hong Kong,	Tasmania,
Mauritius,	Victoria,
New Zealand,	Western Australia,

For each Packet—

				Sterling.	Currency
Not exceeding 4 oz. in weight,	....	....	....	Os. 7d.	Os. 10d.
Exceeding 4 oz. and not exceeding ½ lb.	....	....	....	1 2	1 5½
“ ½ lb. “ “ 1	....	....	....	2 4	2 11
“ 1 “ “ 1½	....	....	....	3 6	4 4½
“ 1½ “ “ 2	....	....	....	4 8	5 10

and so on.

PART XI.—Newspapers.

1. Newspapers free, when, &c.
2. Postmasters may examine, and when to tax.
3. Postmasters, &c. not to loan, detain, &c.
4. Transmitted with same care as other matter.
5. Postmasters, &c. to inform Publishers when Papers not taken out.
6. & 8. Undelivered Newspapers, how dealt with.
7. Directions to Publishers to secure certainty of transmission.
9. For Foreign Countries.

1. Newspapers addressed to any part of British North America, Great Britain, or the United States, pass through New Brunswick free of charge, under the following Regulations:—

1st. They must be sent without a cover, or in a cover open at the ends:

2nd. There shall be no marks or writing on the Paper or cover, except the name and address of the sender, and of the person to whom it is sent:

3rd. There shall be no Paper or thing enclosed in or with such Paper or Publication.

2. Postmasters or Way Office Keepers are permitted to examine Newspapers, and if any of the above Regulations are violated, the Paper is to be charged with full Letter Postage. The Postmaster or Way Office Keeper sealing the Paper with the Office Seal, and stating thereon the reason for so doing.

3. Postmasters and Way Office Keepers, or their Assistants, are cautioned against delaying, loaning, or opening a Newspaper for the purpose of reading, or for any purpose other than that required by Law or these Regulations.

4. The same care is to be used in the correct transmission and punctual delivery of Newspapers as of Letters.

5. When the numbers of a Newspaper published in New Brunswick, or in other British American Provinces, or in the United States, and issued daily, have remained in a Post Office in this Province uncalled for during two weeks; of a Newspaper issued semi-weekly, or tri-weekly, during three weeks; of a Newspaper issued weekly, during one month; and of a Monthly Periodical, during two months; or when such Newspapers or Periodicals shall have been refused to be taken out by the party to whom the same shall have been addressed; the Postmaster will forthwith address to the respective Publishers one of the Editor's Notices furnished by the Department for the purpose; such Notices are to be sent and delivered by Postmasters free of charge.

6. Undelivered Newspapers, &c., are to be returned in the same manner as undelivered Letters, to the Dead Letter Office, and any Postage upon them charged against the Postmaster is to be taken credit for by him in the same manner as with Dead Letter Postage.

7. In order to prevent mistakes in the transmission of Newspapers, the Proprietors should address and tie up in separate bundles all the Papers for each locality, and when practicable, the package should be addressed to the Post Office from which the Papers are intended to be delivered.

8. Before sending to the Dead Letter Office, Postmasters must be careful to write on each Newspaper the cause of its not being delivered to the party to whom it was addressed, and see that each Paper bears an impression of the Office Stamp, shewing the date on which it was sent to the Dead Letter Office.

9. Newspapers for Foreign Countries, (except United States,) are liable to the Rates of Postage stated in the Table of Foreign Rates. *See Directory.*

PART XII.—Postage Stamps.

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| 1. & 2. Description of Stamps. | 8. When Stamp not obliterated, delivering Office will cancel. |
| 3. How obtained by Postmasters. | 9. Stamps obliterated before posting. |
| 4. Acknowledgment to be returned. | 10. Stamps where Letters mailed recognized here. |
| 5. Postage may be paid with one or more Stamps. | 11. Postmasters not to affix Stamps when Letters paid. |
| 6. When less than amount in Stamps for United States, how dealt with. | 12. Only New Brunswick Stamps recognized when Letters posted here. |
| 7. When same occurs on Letters for United Kingdom or British North American Colonies. | |

1. The Postage Stamps issued by the Post Office Department in New Brunswick are of three kinds, and of the value of Three pence, Six pence, and One shilling respectively, each representing a Rose, Thistle, Shamrock, and May Flower, with a Crown in centre.

2. The Three penny Stamps are coloured Red, the Six penny, Green, and the One shilling, purple. They can be procured from any Post Office in the Province.

3. Whenever a supply of Postage Stamps may be required by a Postmaster, he will make a demand on the proper printed Requisitions supplied for that purpose.

4. A Postmaster receiving Stamps from the Department will by first Mail return the acknowledgment which accompanies them, properly dated and signed, also the case enclosing them.

5. Any Letters having one or more Stamps affixed, equal in amount to the Rates of Postage chargeable on such Letters, are to be Mailed and forwarded as prepaid Letters, though the amount is not to be included in the Letter Bill.

6. On Letters for the United States, when Stamps are affixed representing less than the amount of Postage to which the Letters are liable, the Stamps are *not* to be cancelled, but the Letters are to be rated with full Rates of Postage as unpaid.

7. On Letters addressed to any part of British North America or the United Kingdom, when the number of Stamps be not adequate to the amount of Postage due, the Letters are to be rated with the amount deficient, and forwarded with that amount charged as unpaid. In cases of this kind the Stamps must be obliterated.

8. If the obliteration has been omitted on the Mailing of Letters, the Postmaster or Way Office Keeper delivering them will cancel the Stamp, and report to the Postmaster General the Officer who may have omitted this important duty.

9. Letters posted and bearing Stamps which have been previously obliterated, must be taxed full postage and treated in every respect as *Unpaid Letters.*

10. Stamps of any Colony of British North America, United States, the United Kingdom, &c., where the Letter has been posted, are to be allowed in New Brunswick as evidence of prepayment accordingly on the Letters to which they are affixed.

11. Postmasters are not allowed to affix Stamps on Letters, the Postage of which has been paid in money, under pain of dismissal.

12. No other Stamps than those issued by the Post Office in New Brunswick, are to be taken in this Province in prepayment of Letters posted within the same.

PART XII.—Missent and Redirected Letters, Papers, &c.

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| 1. Missent, how dealt with. | 6. When Letters charged which should be as "Forward." |
| 2. Redirected, how dealt with. | 7. Form 2 to be checked, &c. |
| 3, 4, & 5. Unpaid, Missent, &c. put up with Form 2.
How entered, Rates, &c. | 8. Where error in Form 2, Directions. |
| | 9. Monthly Missent Account, No. 3. |

1. When Letters, Newspapers, &c., intended for another place are missent to an Office, the Postmaster or Way Office Keeper must write or stamp on the front of each the words Missent to ———, with the impression of his Date Stamp immediately after. Such Letters must be carefully forwarded by the first Post to their destination.

2. Redirected Letters must in like manner be forwarded to their destination, and the ordinary Provincial Rates charged thereon in addition to the former Postage, the Postmaster taking credit in Form No. 2, for the amount originally charged against him, and charging the Corresponding Office (if the Letter should be for its delivery) with the full amount of increased Postage. If the Letter should be redirected to a place beyond the delivery of the Corresponding Office, the forwarding Postmaster will tax the increased Rate and forward the Letter as above, without charging the Corresponding Office.

3. All unpaid, missent, or redirected Letters, must invariably be tied up with the Form No. 2, and the forwarding Postmaster must insert in the Form, and in the proper column of the "Sent Book," such Postage as may be claimed by him; and when making out the "Monthly Missent Letter Account, No. 3," he will copy these amounts therein according to dates, and under the head of the particular Town to which he transmits the Letters.

4. No additional Rate is to be charged on missent Letters.

5. If missent or redirected Letters are addressed for delivery by any of the Offices with which a Postmaster corresponds, he must mark the whole Postage on the outside of the Form No. 2, and include the amount in the Letter Bill, with the Postage of ordinary unpaid Letters. If the Letters are not for the delivery of the Corresponding Office, the word "Forward" is to be substituted for the tax, and the Form tied up in the Mail with the Forward Letters.

6. In the event of Letters being charged upon an Office which should have been sent as Forward, the amount is not to be deducted from the Letter Bill, but the Letters so charged are to be sent forward in a Form, No. 2, and the amount claimed in Form No. 3.

7. Forms No. 2, received from other Offices, are to be checked by the Letters that accompany them, and if the amount is correct the Postmaster will certify therein.

8. If the sum claimed in Form No. 2, does not agree with the amount of Postage on the Letters received, the Receiving Postmaster will enter the correct amount in the proper place in the Form and affix his signature.

9. In the "Monthly Missent Letter Account, No. 3," the Postmaster should insert under the names of his Corresponding Offices the amount which he may have claimed during the month, and after adding together the respective columns, the total is to be entered in the "Quarterly Dead and Missent Letter Account." The Forms No. 3, however, are to be sent to the General Post Office with the Forms No. 2 *received from other Offices*, immediately after the expiration of each month; should there be no claims to be entered in the Monthly Account No. 3, the blank Form must nevertheless be sent in at the proper period.

PART XIV.—Dead Letters.

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| 1. Must be advertised. | 5. Covers sealed. |
| 2. When not delivered, &c. reason to be entered on Letter, &c. | 6. & 7. What Form 4 is to include, and General Directions. |
| 3. Forwarded semi-monthly with Form 4. | 8. Letters requiring prepayment, posted unpaid. |
| 4. Amount entered in Form 4, &c. | 9. Letters without Address, &c. |
| | 10. Returned Letters. |

1. When Letters or Newspapers reach an Office addressed to persons who cannot be found, or who are unknown, they must be advertised in a list posted upon the Office door, or some other public place, until the time for forwarding to the Dead Letter Office, but the Letters themselves are not to be exposed.

2. When Letters or Newspapers have remained in an Office the periods under-mentioned, and every effort to deliver them has failed, the Postmaster will write or stamp on the front of each the true reason of its non-delivery, and stamp (also on the front) with the Date Stamp corresponding with the date of the Form No. 4, with which they are to be forwarded to the Dead Letter Office.

3. After such efforts to deliver the Letters and Papers, those not called for, or refused, must be enclosed with a Form No. 4, in the proper printed Covers, and forwarded to General Office semi-monthly by the first post after the 15th and last day of the month.

4. The number of Letters and the amount of Postage claimed must be stated in the Form No. 4, and such claim entered in the Quarterly Dead Letter Account.

5. The Dead Letter Covers must invariably be sealed with the Office Seal.

6. The Form No. 4 is to include all Dead Letters, whether received from other Offices or put into his own Office for delivery. Should there be no undelivered Letters to be sent on the 15th and last day of any month, a blank Form, No. 4, must nevertheless be dated, signed, and enclosed in the proper cover at the prescribed period.

LETTERS FOR PERSONS

“Deceased,” are to be sent to the Dead Letter Office, with first Form No. 4.

Those marked as follows, must be treated as here directed, viz:—

“Refused,” are to be kept until the first Form No. 4 Return, after the expiration of one week.

“Gone away, Not known or Not to be found, or Unclaimed,” are to be kept three months, and then sent in with first Form No. 4 Return.

7. In directing that Letters under last head, “Gone away,” are to be kept three months, it will be understood that this period is to count from the date of receipt of the Letters at an Office, that the address of such Letters may be entered on the advertised list within the first month after their arrival, so that they may appear in such list for at least two months before they are sent to the Dead Letter Office.

8. Letters addressed to any place requiring prepayment of Postage before they can be forwarded, and posted as unpaid, are to be stamped on the back with the dated Stamp, and the words “Postage not paid,” written in red ink on the face, and are then to be sent, under cover, to the Postmaster General by the first post.

9. Letters posted at an Office without any address, or addressed so imperfectly that the destination cannot be ascertained, must also be sent, under cover, to the Postmaster General by first post.

10. Returned Letters, *i. e.* Letters opened at the Dead Letter Office, and enclosed to the writers, are to be treated in every respect as ordinary Letters.

PART XV.—Overcharges and Allowances.

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| 1. Return Postage. | 5. If right owner cannot be found. |
| 2. How claimed by Officer. | 6. Letter posted cannot be returned to, or detained, or opened by writer, &c. |
| 3. Letters opened, &c. to be paid for. No Postage to be returned without reference to P. M. G. | 7. Sealed or unsealed Letters liable to Postage. |
| 4. Letter wrong delivered and opened. | |

1. When application is made for the return of Postage on a Letter, the Postmaster must satisfy himself by ascertaining the weight of the Letter, that the demand is just before

before he grants the allowance. He will then obtain the cover, (if it can be spared,) and write upon it the actual weight, when delivered, and the amount allowed, and procure the signature of the person to whom the Letter is addressed. If the cover cannot be spared the Tax must be corrected in red ink, and the amount allowed written upon it, and the signature of the person to whom the allowance is made must be obtained to the regular printed Receipt.

2. The amount of such allowance must be claimed in Form No. 4, with the Dead Letters, and the Cover or Receipt sent with that Form as a Voucher.

3. Letters which have been opened or drawn out at the ends must be paid for, and no Sealed or Unsealed, Printed or other Circular Letters, shall be delivered to any person until the Postage has been paid, and no Postage can be returned on any that may be refused after delivery on pretence of being anonymous, without a special reference to the Postmaster General.

4. Should a Letter intended for one person be delivered to, and opened by another of the same name, (which care must be taken to prevent as far as possible,) the Letter must be immediately resealed with the Office Seal, and the person who has opened it in error must attest the fact of his having done so, in writing, on the Letter.

5. If the right owner cannot subsequently be found, the Postmaster will state so on the Letter, which must be sent with the Dead Letters in Form No. 4, to the Dead Letter Office.

6. Postmasters and Way Office Keepers are prohibited opening, or permitting to be opened, or written on, or detaining, or delivering back to the writer, or to any person, any Letter posted at an Office.

7. Letters sealed or unsealed, printed or written, are equally liable to Postage.

PART XVI.—Way Letters and Newspapers.

1. Way Letters, what.

2. How dealt with.

1. Way Letters are those which have been received or sent by a Mail Courier, and which are not included in the Mail but handed to the Courier to be posted at the nearest Office.

2. Postmasters receiving such Letters will Stamp and Tax them according to the Scale, and which amount, if for his own delivery, he will insert in the Monthly Way Letter Account in a column headed "By Courier," and mark the word "Way," in red ink on the front of the Letters. But if they should not be for his own delivery, and are consequently to be sent "Forward" by him, they must be charged with the Postage to the place of destination, (the word "Way" being also written on them in red ink,) and Stamped and forwarded in the ordinary manner.

PART XVII.—Conveyance of Mails.

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| 1. & 4. Postmasters and Way Office Keepers to report to P. M. G. irregularities, &c. in the conveyance. | 10. Contractor bound to convey entire Mail. |
| 2. No. and Address of Bags to be entered in Time Bills, and Receiving Officer to check. | 11. The Postmaster or Way Office Keeper responsible for exchange of Mails, and to examine Seals and Labels before delivering or opening. |
| 3. Time Bills to be signed at each Office, and time of arrival and dispatch entered. | 12. Where Bag not Sealed or Seal broken, to enquire cause, examine contents, and report to Postmaster General. |
| 5. Where Time Bill lost. | 13. Courier to take and subscribe oath. |
| 6. Dispatch delayed by Contractor, Postmaster to hire conveyance, and report. | 14. Bags to be delivered and received at Office. |
| 7. Postmaster not to detain without special authority. | 15. Not to throw Bags at Door of Office. |
| 8. Way Office Mail to be closed before arrival where practicable. | 16. Post Horn to be used. |
| 9. If Mail remains over night where an Office, Bags to be kept therein. | 17. Only Way Letters to be carried out of Bags. |
| | 18. New Mail Bags how applied for. |

1. Postmasters and Way Office Keepers are expected to report to the Postmaster General on every occasion when proper and sufficient carriage is not provided for the conveyance of the Mails, so as to insure regularity on the route, and when due provision is not made for the protection of the Mails from the weather.

2. The number and address on Mail Bags dispatched from any Office are to be invariably entered on the Time Bills, and the Receiving Officer will carefully observe whether the full complement for his office has been delivered.

3. The Time Bills are to be signed at each Office, (marked on the Bill,) and the proper entries as to the time of arrival and departure of the Mails carefully and plainly entered.

4. Any delay on the arrival or departure of the Mail, or any irregularity in the performance in the Mail Service, must be noted on the Time Bill, stating the cause from which it has arisen; and if the Contractor or Courier is in fault, the circumstance should be immediately and specially reported to the Postmaster General.

5. Should any Time Bill be lost or mislaid by a Courier on any Post Ride, the Postmaster discovering the loss will furnish the Courier with a new Time Bill, and immediately report the matter to the Postmaster General.

6. Should the Mail be stopped at an Office in consequence of the neglect of the Contractor to provide means for its conveyance, the Postmaster will immediately hire some competent and trustworthy person to take the Mails forward at the expense of the Contractor, and report to the Postmaster General. The person employed must make the usual affidavit.

7. A Postmaster is not allowed to stop the dispatch of a Mail, nor to detain a Mail beyond the time allowed for stoppages at his Office, without special authority for that purpose.

8. Way Office Keepers should have their Mails closed immediately on the arrival of the Courier, and when practicable, before his arrival.

9. When the Mails remain over night at any place where there is a Post or Way Office, all the Bags must be kept in the Office, but in no case should they so remain without authority from the Postmaster General.

10. Mail Contractors are required in all cases to provide for the conveyance of the entire Mail, of whatever it may consist.

11. The Postmaster or Way Office Keeper is held responsible for the correct exchange of Mail Bags with the different Couriers, and must take great care that the Seals and Labels of the Bags are carefully examined by him before they are delivered out of his Office to the Couriers, and should examine carefully those received before opening.

12. Should a Mail Bag be received without any Seal, or the Seal broke or tampered with in any manner, the receiving Postmaster or Way Office Keeper should learn from the Courier the cause of such irregularity, and carefully ascertain, if possible, whether the contents of the Bag have been improperly interfered with. The circumstance must immediately be reported to the Postmaster General, stating the address of the Bag, the Office from which it was last dispatched, the name of the Courier, and his explanation, &c.

13. Every Courier must, before he is entrusted with a Mail, take and sign before a Magistrate, the Oath prescribed for persons employed in the service of the Post Office Department, of which a Form is given below:—

FORM OF AFFIDAVIT.

I, _____ of _____ [residence and occupation] do solemnly and sincerely depose and swear, that I will not wittingly or willingly open or delay, or cause or suffer to be opened or delayed, contrary to my duty, any Letter, or any thing sent by the Post, which shall come into my hands or custody, by reason of my employment relating to the Post Office, except by consent of the person or persons to whom the same shall be directed, or except in such cases where the party or parties to whom such Letter or any thing sent by the Post shall be directed, or who is or are chargeable with the payment of the postage thereof, shall refuse or neglect to pay the same, and except such Letters, or other thing sent by the Post, as shall be returned for want of true directions, or when the party or parties to whom the same shall be directed cannot be found; and that I will not in any way embezzle any such Letter, or any thing sent by the Post, as aforesaid; and I make this solemn oath, conscientiously intending to fulfil and obey the same, and by virtue of "The Post Office Act."

Subscribed and Sworn at
this _____ day of _____
Before me,

A. D. 185

} _____
N. B.

N. B.—The above Affidavit, when executed, is to be transmitted to the General Post Office, Fredericton, with as little delay as possible.

14. It is the duty of a Courier to deliver the Mail Bags at the Post or Way Office, or to the Officer, and take the Bags from the Officer when ready to be dispatched, and to see that they are properly labelled.

15. When the Mail is carried in a Stage or other vehicle, the Courier cannot be allowed to throw the Bags on the ground on arriving at the door of an Office.

16. Every Courier should carry a Post Horn, and sound the same distinctly two or three times on arriving at or leaving a Post or Way Office.

17. Couriers are strictly forbidden to carry Letters, sealed or unsealed, printed or written, out of the Mails, except "Way" Letters to be delivered at the next Post or Way Office, or Letters received from a Postmaster or Way Office Keeper for delivery between his Office and the next.

18. When new Mail Bags are required, application must be made to the Postmaster General, describing the size of the Bags and the route on which they are to be used. No allowance will be made for Mail Bags procured without special authority from the Postmaster General.

PART XVIII.—Monthly Returns, &c.

- | | |
|--|---|
| 1. Monthly Sheets to be transmitted to Postmaster General. | 3. Forms No. 3 & No. 2. |
| 2. Way Letter Account. | 4. 5, & 6. Dead Letter Form No. 4, what, and how made up. |

1. The "Monthly Sheets," being a copy of the "Book of Mails Sent and Received," and dating from the 1st to the last day of each month inclusive, are to be transmitted enclosed in the proper Printed Cover to the Postmaster General, within fourteen days after the expiration of each month. All Letter Bills received from other Post Offices during the month are also to be enclosed in the same cover. The Bills from each Office are to be tied up separately, and according to date. The total amount of the Monthly Sheets is to be carried to the "Quarterly Abstract of Monthly Sheets."

2. The "Monthly Way Letter Account," is a copy of that portion of the "Way Letter Book," headed "Postmaster Accountable to the General Post Office," and is also dated from the 1st to the last day of each month inclusive, and must also be forwarded to the Postmaster General at the same time as the Monthly Sheets. The Way Letter Bills sent to and received from each subordinate Way Office during the month are to be tied up in a separate Parcel, and according to date, and forwarded under the proper Cover to the Postmaster General with the Account. The Total Amount is to be entered in the Quarterly Abstract of Way Letter Sheets.

3. The Form No. 3 must be forwarded at the same time as the above Accounts, accompanied by the Forms No. 2 received from Corresponding Offices during the month. The Amounts of the Forms No. 2 *received* from other Offices, are not to be entered in the Form No. 3, but only the amount of claims on other Offices, and which must be entered according to date, and under the heading of the Office to which sent. The Total Amount of the Form No. 3 is to be entered in the Quarterly Dead Letter Account.

4. The Dead Letter Forms No. 4 are to be filled in with the name of the Office, Number of Letters, and the amount of unpaid Dead Letters charged on the Office. The Forms must be dated on the 15th and last day of each month, and forwarded under the proper Cover to the Postmaster General by the following Mail; the amount of each Form is to be entered in the Quarterly Dead Letter Account, according to date.

5. The Form must be dated and forwarded at the proper time, whether accompanied by Dead Letters or not.

6. In no case should a Postmaster enclose more than one Form No. 4 in a cover.

PART XIX.—Quarterly Accounts.

Instructions to make out and transmit with vouchers.

1. In making up the Quarterly Account Current, the Postmaster will first fill up the heading with his name and the name of the Office, and the Quarterly period. He will then charge himself on the debit side of the Account with the Amount of Unpaid Postage on Letters, &c. on hand at the end of last Quarter; and the amount of Postage Stamps remaining on hand, and which he has taken credit for on the previous Quarter's Accounts; he will then enter opposite the proper items on the same side, the amounts of the "Quarterly Abstract of Monthly Sheets," and "Way Letter Sheets," the "Amount of Ship Letter Postage received," and Postage Labels supplied during the Quarter.

2. The Postmaster will take credit on the other side of the Account Current for the amount of Unpaid Postage on Letters, and Postage Stamps remaining on hand at the date or Quarter day to which the Account is made up. Next enter the Total Amount of the Quarterly Dead Letter Account.

3. The "Salary Receipts," and "Commission Receipts on sale of Postage Stamps," are to be made out by each Postmaster, and the respective amounts claimed in their proper places.

4. The Way Office Keeper's Salary Receipts will be forwarded from the General Post Office, immediately on the receipt of the "Statement of Way Office Duties" from each Post Office. The name of each Way Office, and the amount of Salary paid by a Postmaster, must be entered on the back of the Account Current, and the total carried to the proper item.

5. The Postmaster will then enter any amount he may have been authorized to claim for the incidental disbursements of his Office.

6. Sums paid for "Ship Letters," (if any) are to be entered in the Quarterly Ship Letter Account, and the Ship Masters' Receipts on the proper printed Forms must accompany the other Vouchers.

7. The Postmaster will then enter on the debit or credit side as the case may be, any amount of errors discovered on the examination of his previous Accounts, of which he will receive notice from the General Post Office.

8. When the "Account of Surcharges," or errors detected on the examination of the Monthly Sheets, is forwarded to a Postmaster, the amount is to be added or deducted from the amount of his "Abstract of Monthly Sheets," in the place assigned for that purpose.

9. The balance of the Account Current should then be struck, which will shew how much the Postmaster is indebted to the Department, or vice versa. If the balance is against the Postmaster, he will transmit the amount with the Quarterly Accounts, under cover, to the Postmaster General. If the balance is in favour of the Postmaster, the amount will be remitted on receipt of the Accounts. The Accounts must be accompanied by a Letter of Advice, stating the amount remitted or due, as the case may be.

10. Before sending in the Quarterly Accounts, affidavits are to be made before a Magistrate to the Accounts Current, according to the Form.

11. Postmasters are required to be particular in sending in all Quarterly Forms of Accounts, and the Affidavits of correctness, in duplicate.

12. The Quarterly Accounts, Vouchers, Receipts, &c. are *not* to be endorsed by Postmasters.

13. Postmasters vouching with British Post Offices, are to send in their Packet Postage Accounts monthly in triplicate.

14. Letter Bills, and acknowledgments from, and copies of Bills sent to Great Britain, should be forwarded to the General Post Office by the first Mail thereafter.

15. An acknowledgment of each Mail received from Great Britain is to be sent to Great Britain by the next Mail.

PART XX.—Special Directions and Instructions concerning the General Duties of Post Office.

- | | |
|---|--|
| 1. Franking and Free Letters. | 11. Ferrymen to carry Mails, &c. |
| 2. Postmasters to return Papers sent for Report. | 12. & 13. Letters addressed to a Firm, or several persons, &c. to whom delivered. |
| 3. Date Stamp to be tested before use. | 14. When opened by wrong person how to be treated. |
| 4. Letters posted can only be delivered to address. | 15. Letters for warm climates should not be sealed with wax. |
| 5. Postmasters to have scales, &c. | 16. No information of Letters passing through Office, to be given to person not addressed. |
| 6. Private Mail Bag. | 17. Official Postage of Public Departments, Pass Books to be kept. |
| 7. Postmasters not authorized to give credit. | 18. Penny for Letter Carrier Postage. |
| 8. If he does he must not detain Mail matter for any balance. | |
| 9. Giving change, &c. | |
| 10. Officers of Post Office exempt from Juries, &c. &c. | |

1. All Letters to and from the Postmaster General, or franked by him, are to pass free of charge; and no franking privilege is allowed to any Postmaster or Way Office Keeper.

2. Postmasters, when replying to communications from the General Post Office, should be careful to return any paper or enclosures which may have been sent for their perusal or Report.

3. At all Post Offices, and at those Way Offices which are supplied with Stamps with moveable type, a clear impression of the Stamp should be taken daily in a Book kept for that purpose, before the Stamp is used for marking Letters. This duty must be strictly observed, in order that every Letter may bear evidence of the date on which it was posted or received.

4. A Letter once posted becomes the property of the person to whom it is addressed, and must be forwarded according to its direction; no application however urgent will justify a Postmaster or Way Office Keeper in giving it up to the writer, or to any other person, on any pretence whatever.

5. Every Postmaster must provide for his Office a set of Post Office Scales and Weights from one quarter of an ounce upwards, for weighing Letters.

6. No Postmaster can in any case make up a private Mail Bag without having previously obtained the sanction of the Postmaster General.

7. Postmasters or Way Office Keepers are not authorized to give credit for Postage, if they do so it is at their own risk, and will not in any case be admitted as an excuse for failing to remit their Balances when due.

8. If credit has been given by a Postmaster or Way Office Keeper, he cannot detain a Letter or Newspaper addressed to the person credited, which is "Free" or "Paid," or for which the postage is tendered him, should there be an unsettled account for postage due by that person.

9. A Postmaster or Way Office Keeper is not bound to give change, but if absolutely necessary, may require the exact amount of postage on any Letter, &c. so tendered by or paid to him, in current coin. In a matter of this kind, however, as in all other intercourse with the public, all Officers of the Department are expected to offer every accommodation in their power, this regulation being merely intended to facilitate business.

10. By Title 4 of the Revised Statutes, "Of the Post Office," Chapter 40, Section 24, no Officer in the Post Office Department shall be liable to serve on a Jury, in the Militia, or as a Parish or Corporate Officer.

11. Licenced Ferrymen are compelled by Law to convey the Mails and those in charge of them over their Ferries free of Toll.

12. A Letter addressed to a Firm may be delivered to any Member of the Firm; and if addressed to several persons, it may be delivered to any one of them; and if addressed to a person in the care of another party, it may be delivered to either.

13. Postmasters and Way Office Keepers are required to be very careful in delivering Letters, &c., to the rightful owners.

14. A Letter having been delivered to the wrong person, though of the same name as the address, must be instantly resealed with the Office Seal, and the person who opened the Letter by mistake requested to write thereon, "Opened by and not for me," and sign his name.

15. Postmasters and Way Office Keepers should caution persons posting Letters for the East and West Indies, or other warm climates, not to seal them with wax, as serious injury might be occasioned to such Letters through the melting of the sealing wax.

16. Postmasters and Way Office Keepers are not on any account to give information to any other person than the party addressed, with respect to Letters passing through their Offices.

17. Postmasters keeping Accounts of Official Postage with Public Offices, shall enter daily in the Pass Book of the respective Departments, the number of Letters delivered, amount of postage, and on a separate line, the number of Letters received, and amount of postage against such Department.

18. No Penny or Letter Carrier Postage shall be charged against any of the Heads of Departments, Province Treasurer, Audit Office, the Board of Education, Executive Council, or either Branch of the Legislature.

PART XXI.—Parcel Post.

Parcels by Post in New Brunswick.

From the 1st February next a Parcel not exceeding Two Pounds will be conveyed by Mail between any of the Post Offices in New Brunswick.

They must be prepaid at the following Rates, by Postage Stamps only :—

For any weight not exceeding 1 lb.	....	....	....	1s. 3d.
Do. over one and not exceeding 2 lbs.			....	2 6

General Post Office, Fredericton, 12th January, 1859.

EDUCATION.

RETURNS FROM KING'S COLLEGE, AND THE COLLEGIATE SCHOOL.

KING'S COLLEGE.

NAMES OF PROFESSORS FOR THE YEAR.

The Reverend Edwin Jacob, D. D., Principal of the College, and Professor of Classical Literature, Moral Philosophy, Metaphysics and Divinity.
 James Robb, Esquire, M. D., Professor of Chemistry and Natural History.
 William B. Jack, Esquire, D.C.L., Professor of Mathematics and Natural Philosophy.
 Marshall d'Avray, Esquire, Professor of Modern Languages and Literature.

NAMES OF STUDENTS DURING THE YEAR.

<i>Non-Resident.</i>		<i>Resident.</i>	
Charles S. Medley,	William C. Lee,	William S. Covert,	George Rogers,
J. Barclay Robinson,	Edward S. Medley,	Thomas Walker,	William Walker,
George S. Burpee,	Thomas Harrison.	Edw. L. Wetmore,	Henry S. Smith,
		Fred. A. Morrison,	Henry L. Sturdee.

E. H. WILMOT, *Registrar, King's College.*

COLLEGIATE SCHOOL.

George Roberts, Esquire,	Head Master.
Reverend Charles George Coster,	Second Master.
Mr. J. C. Edward Roberts,	Assistant Teacher.

NUMBER OF SCHOLARS DURING THE YEAR.

In the Classical Department, 51—In the English Department, 46—Total, 97.
 Of these eleven were free Scholars.

E. H. WILMOT, *Registrar, King's College.*

Income and Expenditure of King's College for the Year 1858.

The Chancellor, President, and Scholars of King's College, at Fredericton, in the Province of New Brunswick, in Account Current with Charles Fisher, Registrar and Treasurer.

1858.		DR.				
	To amount due me as per last Account,	...	...	...	...	£36 10 7
	To paid Salaries, viz:—					
Rev. Dr. Jacob,	Quarter's Salary as Principal to 31st March,			£125	0 0	
	Do. do. 30th June,			125	0 0	
	Do. do. 30th September,			125	0 0	
	Do. do. 31st December,			125	0 0	
				500 0 0		
	Do. as Professor of Divinity to 31st March,			£12	10 0	
	Do. do. 30th June,			12	10 0	
	Do. do. 30th September,			12	10 0	
	Do. do. 31st December,			12	10 0	
				50 0 0		
Dr. Robb,	Quarter's Salary to 31st March,	...	...	£75	0 0	
	Do. 30th June,	...	...	75	0 0	
	Do. 30th September,	...	...	75	0 0	
	Do. 31st December,	...	...	75	0 0	
				300 0 0		
				£886 10 7		
				<i>Carried forward,</i>		

		<i>Brought forward,</i>		£886 10 7	
<i>To paid Salaries, viz:—</i>					
Dr. Jack,	Quarter's Salary to 31st March,	...	...	£75	0 0
	Do. 30th June,	...	...	75	0 0
	Do. 30th September,	...	...	75	0 0
	Do. 31st December,	...	...	75	0 0
				<hr/>	
				300 0 0	
Marshall d'Avray,	Quarter's Salary to 31st March,	...	...	£30	0 0
	Do. 30th June,	...	...	30	0 0
	Do. 30th September,	...	...	30	0 0
	Do. 31st December,	...	..	30	0 0
				<hr/>	
				120 0 0	
Samuel Fleming,	Quarter's Salary to 1st March,	...	...	£15	0 0
	Do. 1st June,	...	...	15	0 0
	Do. 1st September,	...	...	15	0 0
	Do. 1st December,	...	...	15	0 0
				<hr/>	
				60 0 0	
Henry Wandless,	Quarter's Salary to 31st March,	...	...	£10	0 0
	Do. 30th June,	...	...	10	0 0
	Do. 30th September,	...	...	10	0 0
	Do. 31st December,	...	...	10	0 0
				<hr/>	
				40 0 0	
Lawrence Neville,	Quarter's Salary to 31st March,	...	...	£2	10 0
	Do. 30th June,	...	...	2	10 0
	Do. 30th September,	...	...	2	10 0
	Do. 31st December,	...	...	2	10 0
				<hr/>	
				10 0 0	
Charles Fisher,	Salary to 30th June,	...	...	...	50 0 0
George Turner,	One Year's Salary to 31st December,				10 0 0
Rev. C. G. Coster,	One Year's Salary as Examiner to 30th June,				5 0 0
Rev. W. Q. Ketchum,	One Year's Salary as Examiner to 30th June,				5 0 0
<i>Scholarship Account.</i>					
Thomas Walker,	½ Scholarship as Librarian to 4th March,			£6	5 0
Do.	do. do. 4th June,			6	5 0
Do.	do. do. 4th September,			6	5 0
Do.	do. do. 4th January, 1859,			8	6 8
				<hr/>	
				27 1 8	
Fred. A. Morrison,	½ year's Scholarship to 13th January,			£7	10 0
Do.	do. do. 13th July,			7	10 0
Do.	do. do. 13th January, 1859,			7	10 0
				<hr/>	
				22 10 0	
Edw. L. Wetmore,	½ year's Scholarship to 14th May,			£7	10 0
Do.	Scholarship from 14th May to 12th Jan. '59,			9	18 0
				<hr/>	
				17 18 0	
George F. Burpee,	½ year's Scholarship to 26th January,			£7	10 0
Do.	do. do. 26th July,			7	10 0
				<hr/>	
				15 0 0	
Wm. C. Lee,	½ year's Scholarship to 25th June,			£7	10 0
Do.	do. do. 25th December,			7	10 0
				<hr/>	
				15 0 0	
Wm. Walker,	11 months Scholarship from 13th Jan. to 13th Dec.				13 15 0
<i>Rent Redemption.</i>					
June 10.	Invested on Bond and Mortgage of Lawrence Hughes,			£40	0 0
Do.	T. Pickard, Jr. on assignment of Mortgage,			250	0 0
Do.	and Mortgage of George Estey,			50	0 0
				<hr/>	
				340 0 0	
<i>Library and Philosophical Apparatus.</i>					
Paid Little, Brown & Co. \$35.10 by draft of Bank of St. Stephen,				£8	17 6
S. A. Akerley for Glass and other Materials,				3	16 1
George C. Hunt for Chemicals,				1	17 0
C. S. Beverly for Books,				2	14 0
S. R. Miller for Books,				3	14 0
				<hr/>	
				28 18 7	
				<hr/>	
				£1,966 3 10	

	<i>Brought forward,</i>	£1,966 3 10
<i>Incidental Expenses.</i>		
Paid Royal Gazette Office for Advertising,	£3 13 9	
Messrs. Chubb & Co.,	9 5 10	
John Barrett, Work and Materials,	38 19 6	
Enoch O. Bradley, Work,	15 17 6	
Lawrence Neville, Fence,	2 10 0	
John Hains, for Work,	0 4 0	
Do. do.	0 6 0	
Samuel Fleming, allowance for fuel,	40 0 0	
David Currier, for Coals,	4 0 0	
A. P. Miller, for Work,	3 19 9	
John Virtue, for hauling,	0 10 0	
John & John J. Virtue, for hauling 1857,	5 6 3	
Alexander N. Block, Work,	6 0 0	
Hatheway & Small, for Coal, omitted in 1855,	3 10 0	
Henry Wandless, Porter's Clothes,	9 7 6	
W. R. Witham, Work,	0 14 0	
Robert Wiley, Chairs for Lecture Rooms and Refectory,	8 8 0	
Andrew Blair, for Surveying since 1853,	39 2 6	
John Fleming, Work,	14 0 0	
Mark Needham, Pew rent,	5 11 3	
	<hr/>	211 5 10

EXPENSES OF COLLEGIATE SCHOOL.

To paid Salaries, viz:—			
George Roberts,	Quarter's Salary to 7th April,	£50 0 0	
Do.	Do. 7th July,	50 0 0	
Do.	Do. 7th October,	50 0 0	
Do.	Do. 7th January, 1859,	50 0 0	
		<hr/>	200 0 0
Rev. C. G. Coster,	Quarter's Salary to 31st March,	£25 0 0	
	Do. 30th June,	25 0 0	
	Do. 30th September,	25 0 0	
	Do. 31st December,	25 0 0	
		<hr/>	100 0 0
J. C. Ed. Roberts,	Quarter's Salary as Assist. Teacher to 31st March,	£12 10 0	
	Do. do. 30th June,	12 10 0	
	Do. do. 30th Sept.	12 10 0	
	Do. do. 31st Dec.	12 10 0	
		<hr/>	50 0 0

Incidental Expenses.

Aug. 17.	J. Sharman, for cleaning School Room,	£4 14 11	
	A. P. Miller, work,	0 4 6	
	Margaret Rogers, for cleaning School Room,	2 10 0	
	J. Sharman, do.	2 1 6	
	S. R. Miller, for Books,	10 7 3	
	John Lawrence, work,	0 5 0	
	John Barrett, work,	17 1 0	
	Enoch O. Bradley, work,	9 5 9	
	Alexander N. Block, work,	1 2 6	
	W. R. Witham, work,	5 4 0	
	J. and J. J. Virtue, hauling, 1857,	0 10 0	
		<hr/>	53 6 5
			<hr/>
			£2,572 16 1
	To amount on hand carried down to credit, ...		92 13 10
			<hr/>
			£2,665 9 11
			<hr/>

1858.

CR.

Received from Receiver General,	£277 15 6
Do. do.	277 15 6
Do. do.	277 15 6
Do. do.	277 15 6
	<hr/>
	£1,111 2 0

Carried forward,

1858				<i>Brought forward,</i>		£1,111 2 0	
		Received from Provincial Treasurer.		...	...	£100	0 0
June 30.		Do.	do.	...	...	250	0 0
July 6.		Do.	do.	...	...	250	0 0
Sep.		Do.	do.	...	...	250	0 0
Dec.		Do.	do.	...	...	250	0 0
						<hr/>	
						1,100 0 0	
<i>Rent Roll.</i>							
Received from—							
		Patrick Cassidy,		...	...	£7	0 0
Mar. 12.		Margery Johnson, $\frac{1}{2}$ year's rent to 24th March,		...	...	6	12 6
	9.	Arthur Jennings, rent on C. Connors' Lot to 24th Mar. '57,		...	...	3	16 3
May 14.		Henry M'Grath, 1 year's rent to 24th September, 1857,		...	...	7	0 0
June 19.		Walter Broderick, $\frac{1}{2}$ year's rent to 24th March, 1858,		...	...	6	1 3
July 23.		James O'Leary, 1 year's rent to 24th September, 1858,		...	...	7	10 0
Aug. 20.		Mark Needham, rent of Lot 31 in 4th Range to 24th Mar.		...	...	18	0 0
		Do.	Lot 30	do.	do.	18	0 0
Sep.		Wm. Scully, 1 year's rent to 24th September, 1858,		...	...	6	12 6
Oct. 18.		John Moore, year's rent on $\frac{1}{2}$ Lot 106 and $\frac{1}{2}$ Lot 104,		...	...	10	0 0
Nov. 3.		Lawrence Neville, 1 year's rent to 24th March,		...	...	5	0 0
	30.	Francis M'Manus, $\frac{1}{2}$ year's rent to 24th March, 1858,		...	...	3	16 3
		Charles Fisher, 1 year's rent Bliss Lot to 24th March.		...	...	1	4 8
		Do.	do.	J. Taylor,	...	2	10 0
		Do.	do.	Lewis Fisher,	...	3	7 0
		Do.	do.	Rear of Alms House,	...	1	9 0
		Do.	do.	Pasture Lot,	...	2	0 0
July 31.		Patrick M'Grath, on account rent of Lot 109, Block 7,		...	...	12	0 0
		John Macklin, stumpage,		...	...	12	0 0
Aug. 16.		Edward Elliott, on account of rent,		...	...	5	0 0
Dec. 29.		Hugh Owens, 2 years rent Lot No. 11 in 6th range,		...	...	8	0 0
		John Grannan, assumed for John Halnan,		...	...	25	17 2
		Constantine Connolly, 1 year's rent to 24th September,		...	...	6	12 6
		Arthur Jennings, 1 year's rent to 24th March, 1858,		...	...	7	12 6
		Walter Broderick, $\frac{1}{2}$ year's rent,		...	...	6	1 3
		Christopher Broderick, 1 year's rent to 24th Sept. 1858,		...	...	7	1 4
		W. R. Witham, rent,		...	...	5	18 0
		F. W. Hatheway, rent 2 $\frac{1}{2}$ years,		...	...	33	15 0
		Andrew Blair, rent of Lots 86 and 87 to 24th December,		...	...	37	9 6
		By amount assumed for Thos. Stewart from John Grannan,		...	...	13	15 3
						<hr/>	
						291 0 11	
<i>Rent Redemption.</i>							
						Received from Lawrence Hughes, for Lot 42 in 5th Range,	
						60 5 0	
<i>Interest, viz:</i>							
Received from—							
April.		Estate of late C. J. Peters, per Hon. J. Black, on Bond and Mortgage,		...	...	£40	0 0
Aug.		William C. Tredwell, interest on Bond and Mortgage,		...	...	12	0 0
		William Dunbar, do.		...	...	3	0 0
		Charles Lugin, interest on Jones' Mortgage.		...	...	10	4 0
		J. and S. Murray, interest to 17th May 1858,		...	...	30	0 0
						<hr/>	
						95 4 0	
<i>Library Fund.</i>							
						By amount received from Students for Books, and annual subscription,	
						6 14 6	
<i>Plate Fund.</i>							
						By amount received from Students for subscription,	
						1 2 6	
						<hr/>	
						£2,665 9 11	
						<hr/>	
						1859.—Jan. 1. By amount on hand brought down to Credit,	
						£92 13 10	

I attest and declare that the within Account written, is a correct and true statement of the Income and Expenditure of King's College for the past ye^r, as made up and furnished me by the late Registrar.

January 1859.

E. H. WILMOT, Registrar.

MADRAS SCHOOL.

The Thirty Ninth Report of the state of the Madras School,

Incorporated by the name of the Governor and Trustees of the Madras School in New Brunswick.

It is highly gratifying to the friends of the Madras System that for the year ending 30th June last, there is but an average decrease of *nineteen* of all the Pupils in attendance at the Schools in this Province. For when the depressed state of the times exercised so material an influence on all classes of Society it would not have been at all surprising had the number of Pupils been reduced at least one fourth. And there is no doubt that the parents of some of the children must have been sorely tempted to keep them at home for the purposes of labor. From so few yielding to the temptation we may infer that they fully appreciated the substantial character of the Madras Schools, and preferred making personal sacrifices in some instances rather than hinder the progress of the children in their studies.

Indeed there is no longer room to doubt that the well tried Madras System, providing as it does for the equal teaching of each Pupil in every Class, and combining religious with secular instruction, is held high in the estimation of each community in which a School has been established.

SAINT JOHN.—*Central School.*

Teacher of Male School—Mr. R. RYND. *Female School*—Miss C. VICKERY.

In the Returns for the Quarter ending 30th June last, the number of Boys is 268, and the number of Girls is 247.

No better proof of the efficiency of this School could have been given than that afforded at the Semi-Annual Examination in June last. While the Pupils under Mr. Rynd, in the correct answers to the questions asked them, shewed the excellence of his teaching; those in the Female Department equally well evinced the care of an able instructress. And when the very young ages of many of the Boys especially, are taken into consideration, it will appear the more striking that so much has been accomplished by them as each examination testifies.

It would be unjust to omit the mention of one important branch of Education now being successfully taught in the Female Department—*Elocution*: a branch of study but too much neglected hitherto in all our Provincial Schools; and the Board have also to speak favourably of the style of reading Miss Vickery has so happily imparted to those under her charge.

The Board have every reason to feel satisfied that the Central School is conducted with that discipline, and that degree of method in the studies pursued, which should characterize it as the Model School of the Madras System in this Province.

There are now 11 Classes in the Boys' School, and 12 Classes in the Girls' School.

BOYS' SCHOOL.

1st Class of 17 Pupils:		History—Copies and Dictation—Mensuration and Algebra— all the advanced Rules of Arithmetic.	
2d	“ 28	“	History, &c.—Copies—Advanced Rules Arithmetic.
3d	“ 30	“	Fourth Book, &c.—Copies—Proportion.
4th	“ 30	“	Nat'l School Books,—Copies, &c.—First four Rules.
5th	“ 28	“	Third Book, &c.—Copies—First four Rules.
6th	“ 31	“	“ “ “ “ “ “
7th	“ 27	“	Second Book, &c.—Copies—Simple Rules.
8th	“ 25	“	Ditto, and Exercises on Slates, &c.
9th	“ 24	“	N. School Book, No. 2—Exercises on Slates, &c.— Simple Rules.
10th	“ 20	“	Exercises on Cards and on Slates.
11th	“ 8	“	“ “ “ “ “ “

All these classes read in the Bible, daily.

GIRLS'

GIRLS' SCHOOL.

In the various Classes, according to the progress in study of each one, are taught History—Chronology—English Grammar—Geography—and the different Books of Lessons.

All the Classes read in the Bible and repeat the Church Catechism.

PORTLAND.

Teacher of Male School—Mr. R. MIDDLEMORE. *Female School*—Mrs. MIDDLEMORE.

Number of Boys by Return for June last, 180; number of Girls by Return for June last, 164. There are Six Classes in each Department. History—Fourth Book of Lessons—Writing on Paper and Slates—Mensuration, the simple kind—advanced Rules in Arithmetic, and Mental Arithmetic, are the Studies pursued in the Boys' School.

History—Spelling—Simple Rules of Arithmetic, &c. are taught in the Girls' School.

Vocal Music, the Board are happy to remark, is taught in both Schools, and it might be well if this example, both useful and beautiful as it is, were generally followed.

The subjoined tribute to the success of the Principals was given by the Local Committee of these Schools :—

“ We have much pleasure in stating that the Madras School in this Parish is in a very efficient state; and that great credit is due to the Teachers, Mr. and Mrs. Middlemore, for their untiring zeal and energy in the management of the same.”

CARLETON.

Teacher of Male School—Mr. A. RITCHIE. *Female School*—Miss S. PETERS.

In the Quarter ending 30th June last, there were in attendance at the School, 131 Boys, and 85 Girls. Religious and Secular History—Composition—Chronology, and the usual Studies of the other Schools, are pursued in both Departments. In the Female School the Girls seem to be very far advanced in the Rules of Arithmetic.

Mr. Ritchie remarks in his Return for the Quarter ending in June, that the falling off in the Male School is in consequence of the grown boys being drawn off to the Fishery, &c.

The Rector of Carleton thus commendingly writes to the Board respecting these Schools :—

“ *Carleton, July 5th, 1858.*

“ The Annual Report which I am about to make to the Madras Board, of the state of their Schools in this Parish will, I am happy to say, be a very satisfactory one. They are both of them in extremely good order, and the Quarterly returns of the Teachers will have shewn the Board that the number of Children in attendance has not been diminished by the depressed state of the principal business which is carried on here, and on which the majority of the people have to rely.

“ It is due to Mr. Ritchie that I should speak in high terms of the quality of the instruction which he imparts to his pupils. I do not think it possible that the English language can be taught more thoroughly than it is by him. Mental Arithmetic and Writing are also well taught.

“ The Board is aware that a few months ago Miss Peters, from ill health, was obliged to relinquish the charge of the Female School for a time. The Local Committee were fortunately able to supply her place with a competent person. They placed the School, subject to the approval of the Board, under the care of Miss Eils for six months, and she has conducted it very much to the satisfaction of all concerned. Miss Peters' health having been re-established she will resume the School at the expiration of that period. Should an efficient Teacher be required in any of the Schools, one will be found in Miss Eils.

“ I have the honor to be your obedient servant,

“ F. COSTER.”

FREDERICTON.

Teacher of Male School—Mr. HUGH MOORE. *Female School*—Miss MOORE.

Number of Boys in June Quarter, 160; Number of Girls in June Quarter, 105. There are Six Classes in the Boys School, and as many of Girls, with an additional Class of 10 Boys under the age of seven years in the Female School.

It should be observed that there is an increase in the number of Pupils in these Schools since the last Report. It is not needful to mention the different books taught, as they are the same, for the most part, as those used in the Schools already noticed.

SAINT GEORGE.—*Teacher*, Mr. A. B. TAYTE.

The 68 Girls and Boys in this School are indiscriminately divided into 4 Classes. On the 2nd July last, the Rector, the Rev. J. McGivern, remarked as follows in the Teacher's Return:—

"At the Quarterly Examination of this School, to-day, I found 49 Children present. * * * As on former occasions, I cannot but regret the irregular attendance, indeed, I might add the entire absence of the elder Boys from the School, and the consequent difficulty experienced by the Teacher to insure that steady progress so desirable in any one branch of knowledge. * * *

"The Children present were carefully examined by me in Spelling, Reading, English and Scripture History, Writing and Arithmetic, Grammar and Geography, and I am bound to say their progress in proportion to their ages and capacity has been satisfactory.

"Your Teacher, Mr. A. B. Tayte, continues to discharge his duties with the same attention and fidelity."

CHATHAM.—*Teacher*, Mr. GEORGE T. SMITH.

In the Return for June the number of Boys given was 32, and of Girls 22; 54 in all. In addition to the usual studies, some attention is given to that of Recitation, and particular reference is had to the Maps of this Province in the study of Geography.

The Rev. Samuel Bacon, Rector of Chatham, writes as follows of the Examination held on the 29th of June last:—

"An Examination was held on the 29th instant, which strongly confirmed the high opinion the Trustees have ever entertained of Mr. Smith, who as a Teacher of English literature they believe to be inferior to none in this County.

"The Scholars are divided into Seven Classes, who receive instruction in the various branches of Education contained in the Report." * * *

SHEDIAC.—*Teacher*, Mr. J. T. TUTHILL.

The number of Pupils in June were, 30 Boys and 8 Girls. The School has not yet been open for a year under the present Teacher, but the increase of Pupils, since last year's Report, promises well for the future.

GAGETOWN.—*Teacher*, Mr. JAMES REID.

There is a considerable increase in the attendance at the School, as shewn in the Return for June; the number of Boys being 22, and of Girls 15.

The Rev. James Neales, Rector of the Parish, writes that he inspected the School "on the 29th June last, in company with the Church Wardens, and found it well conducted."

CLIFTON.—*Teacher*, Mr. M. BOYD.

This is a new School, established last year under very auspicious circumstances. There are Returns from it for Three Quarters—that made in June gives number of Boys 17, and of Girls 14, in all 31, who are divided into four Classes. This is the only Madras School in King's County, but it serves to shew the importance of efforts being made to have more in this large section of the Province.

☞ The Board regret to state that the School at Saint Andrews remains closed.

The average number of Pupils in attendance at all the Schools for the year ending 30th June last, as taken from the School Registers, is 1510, viz:—

	Boys.	Girls.	Total.
Saint John, (<i>Central</i>),	260	218	478
Portland,	175	163	338
Carleton,	152	71	223
Fredericton,	152	103	255
Saint George,	39	26	65
Chatham,	33	21	54
Shediac,	29	8	37
Gagetown,	19	10	29
Clifton,	19	12	31
	878	632	1510

There are in all therefore nine Public Schools deriving their support from this Institution, which in its turn is aided by an annual Legislative grant of £400.

By this means the blessings of sound moral and religious culture are yearly imparted to more than 1500 of the children of the poor, and a claim is established for public sympathy and support unsurpassed by that of any other Institution in the Province.

(By order of the Board.)

WM. M. WRIGHT, *Clerk.*

Saint John, N. B., October 5th, 1858.

REPORT OF THE COMMITTEE OF APPROPRIATIONS.

Saint John, N. B., 6th July, 1858.

The undersigned appointed to report upon the Treasurer's Accounts, have examined the same and find them correct, with vouchers for the several payments therein charged.

They have also, in accordance with a resolution of the Board, prepared the following Scale of Appropriations for the ensuing year, viz:—

Saint John, (Master and Assistant, and Mistress,)	£220	0	0
Portland, (Master and Mistress,)	90	0	0
Carleton, " "	80	0	0
Fredericton, " "	90	0	0
Chatham, " " " " " " " "	25	0	0
Saint George, " " " " " " " "	33	0	0
Shediac, (Special Grant,)	20	0	0
Gagetown, " " " " " " " "	25	0	0
Clifton, " " " " " " " "	20	0	0
Total,	£603	0	0

Which they respectfully submit for the consideration of the Board.

GEO. D. ROBINSON, }
W. SCOVIL, } *Committee.*

TREASURER'S ACCOUNT.

The Governor and Trustees of the Madras School in New Brunswick in account with their Treasurer.

Dr.

Cash paid—

SAINT JOHN—CENTRAL SCHOOL.

To Robert Rynd, 1 year's salary, as Teacher, to 31st March, 1858, £120 0 0
Miss Vickery, 1 year's salary, Female School, to 31st March, '58, 70 0 0

£190 0 0

Carried forward,

					<i>Brought forward,</i>	£190 0 0
<i>Incidentals.</i>						
Insurance, Central School House,	...	...	...	...	£7 10 0	
Repairs to do.	...	...	...	...	1 1 3	
Year's Interest on Loan to Building Committee,	...	...	...	...	33 0 0	
Do. Ground Rent of School Lot,	...	...	...	...	32 10 0	
Cleaning School Rooms,	...	...	...	...	7 0 0	
Do. Privies,	...	...	...	...	13 0 0	
Peyton & Quigly's Contract for fitting up School Room, &c.	...	...	...	...	44 15 0	
Taking down Stoves, &c.	...	...	...	...	2 10 0	
Cordwood and Cartage,	...	...	...	...	17 17 6	
Cutting and Piling Wood,	...	...	...	...	1 10 8	
Chubb & Co., Advertising, &c.	...	...	...	...	7 19 4	
Maps, &c.	...	...	...	...	2 19 0	
Prize Books, paid M'Millan,	...	...	...	...	8 0 5	
Medals, paid Munro,	...	...	...	...	0 15 0	
						180 8 2
CARLETON.						
J. Ritchie, 1 year's salary as Teacher, to 31st March, 1858,	...	...	...	...	£50 0 0	
Miss Peters, 1 year's salary, Female School, to 31st March, 1858,	...	...	...	...	30 0 0	
						80 0 0
PORTLAND.						
Robert Middlemore, 1 year's salary as Teacher to 31st March, '56,	...	...	...	...	£90 0 0	
Insurance of School House,	...	...	...	...	2 10 0	
						92 10 0
FREDERICTON.						
Hugh Moore, 1 year's salary as Teacher to 31st March, 1858,	...	...	...	...	£65 0 0	
Miss Moore, 1 year's salary, Female School, to 31st March, 1858,	...	...	...	...	25 0 0	
						90 0 0
SAINT GEORGE.						
A. B. Tayte, 1 year's salary as Teacher to 31st March, 1858,	...	...	...	...	...	33 0 0
CHATHAM.						
G. T. Smith, 1 year's salary as Teacher to 31st March, 1858,	...	...	...	...	...	25 0 0
SHEDIAC.						
J. T. Tuthill, 2 month's salary as Teacher to 30th Sept. 1857,	...	...	...	...	£3 6 8	
Do. 2 quarter's salary as Teacher to 31st March, 1858,	...	...	...	...	10 0 0	
						13 6 8
GAGETOWN.						
James Reid, 2 quarter's salary as Teacher to 30th September, 1857,	...	...	...	...	...	12 10 0
CLIFTON.						
Michael Boyd, 3 quarter's salary as Teacher to 3rd June, 1858,	...	...	...	...	...	15 0 0
GENERAL ACCOUNT.						
Treasurer's salary to 31st March, 1858,	...	...	...	...	£20 0 0	
Postages,	...	...	...	...	0 1 6	
						20 1 6
SPECIAL FUNDS.						
Special Funds distributed as follows, viz:—						
To King's County Fund,	...	...	...	...	£22 17 6	
Surveyor's Bill,	...	...	...	...	2 7 6	
						£25 5 0
York County Fund,	...	...	...	...	73 18 3	
Queen's County Fund,	...	...	...	...	39 0 9	
Westmorland Fund,	...	...	...	...	42 15 0	
						180 19 0
Balance in hand this date,	...	...	...	...	...	92 4 3
						£1,024 19 7

CR.

Cash received :

By Balance from last Account, viz., Special Fund,	£178 11 6	
General Fund,	40 18 9	
	<hr/>	£219 10 3
Legislative Grant for 1857.		400 0 0

LAND ACCOUNT.

Mr. Jeffries in payment of Note given for balance on Land purchased by him at Ward's Creek, King's County Special Fund,	£53 14 4	
Richard Bickford, do. cash on account, do.	30 0 0	
Thomas Anderson, cash, do. do.	15 0 0	
William Hickman, in part of principal due on his bond and mortgage, York County Special Fund,	6 18 0	
	<hr/>	105 12 4

RENTS.

Mrs. Hunter, 1 year's rent to 1st May, 1858,	£110 0 0	
C. W. Wardlaw, Saint Andrews, to 25th July, 1857,	10 0 0	
James Boyd, Esq. do. do.	11 2 6	
James W. Street, Esq. do. do.	13 5 0	
John Tilton, Carleton lot, 2 year's rent to 1st May, 1858,	22 0 0	
Robert Robinson, Lancaster, 1 do. to 1st May, 1857,	10 0 0	
A. C. O. Trentowsky, on Account,	7 0 0	
	<hr/>	183 7 6

INTEREST MONEYS.

Joseph Fairweather, King's Co. Special Fund, to 15th Mar. '58,	£18 0 0	
John M'Vay, do. to 1st November, 1857,	4 10 0	
M. Robinson, do. to 22nd April, 1858,	6 0 0	
W. Hicklin, York County Special Fund, to 2nd January, 1858,	8 2 0	
Samuel M'Knight, do. do.	9 0 0	
Mrs. Gale, Queen's County do. to 26th March, 1858,	21 0 0	
James Milligan, Westmorland do. to 1st February, 1858,	49 17 6	
	<hr/>	116 9 6
		<hr/>
		£1,024 19 7

July 1, 1858.—By Balance, per contra, brought down, £92 4 3

E. E.

WILLIAM WRIGHT, *Treasurer, &c.*

Rendered upon Oath at the Annual Court of the Governor and Trustees of the Madras School, at Saint John, this 6th day of July, A. D. 1858.

CHARLES WATTERS, *M. E. C.*

PARISH SCHOOLS.

SEVENTH ANNUAL REPORT ON THE PARISH SCHOOLS.

EDUCATION OFFICE, *Fredericton*, 20th January, 1859.

SIR,—I have the honor to transmit herewith, to be laid before the three Branches of the Legislature, my Report on the state of the Schools of New Brunswick, during the year 1858.

I have also given copious extracts from the Reports of the District Inspectors, and have appended several Statistical Tables.

I have the honor to be, Sir, your obedient servant,

HENRY FISHER.

The Hon. S. L. Tilley, *Prov. Secretary, Fredericton.*

To His Excellency The Hon. John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

In presenting the Seventh Annual Report of the state of the Training, Model, and Parish Schools, throughout New Brunswick, I feel that there are circumstances which render the performance of this part of my duty peculiarly difficult.

The Law under which the School Service is conducted, came into operation on the 15th April, and two days subsequently I received my appointment as Chief Superintendent. One of the terms of the year had already expired, and my sphere of duty has been limited to the other.

The new Law having made important changes in the general management of the Schools, as well as in the duties of my own particular Office, it became necessary at once, to prepare to give effect to its provisions. On the 21st April, I therefore addressed a Circular to the Trustees throughout the Province, calling their attention to that Section, which authorized the election of School Committees—regarding this as an important preliminary movement. In the same Circular, I requested them to attend to the duty of dividing their respective Parishes into convenient School Districts.

The change made in the number, as well as in the duties of the Inspectors—a change which had been strongly urged by my predecessor, and which is very important, as it greatly enlarges the field of their labors, and gives them a different relation to the service—called for immediate action on my part, and for such arrangements as would best promote the objects contemplated by the law. In order therefore to secure their full concurrence in a system of Inspection to be carried out in their visits in every Parish School, I requested them to meet me in Fredericton, as early after their appointment as possible. The first meeting was held in the middle of May, and another in December. My object was to secure at the outset, entire agreement of opinion, uniformity of action, and consequently effective co operation. In carrying forward a work, which is destined to affect seriously the educational condition of the Province in all future time, I was extremely desirous that the evils complained of by my predecessor in his Report for 1856, should be obviated, and that ultimately, a thoroughly uniform system of teaching might be adopted in our Schools. I have reason to believe that the Inspectors have endeavoured to secure this result in their different districts.

The change made in the system of inspection was a necessary one, and will, I believe, in various respects prove of immense benefit. Besides other advantages, the Chief Superintendent and the Inspectors, can now move with a full understanding of each other's views, and all the operations of the Department be conducted more effectively and more harmoniously.

The duties of the Chief Superintendent were greatly increased, and one of the most important and necessary of these duties was, "that he should collect information on
Education,

Education, and hold public meetings in different parts of the Province, and address such meetings on the subject, using all legitimate means to excite an interest therein." In accordance with this provision, as soon after my appointment as other engagements would permit, I officially announced a series of public meetings in all the different Counties, and in the most important places in each County. I commenced holding them in June, and continued them until November, leaving but a few places to be visited in the Winter.

Such meetings were a novelty in the Province, and were generally largely attended. I found the most hearty concurrence on the part of the Trustees, Teachers, and the public generally, both in giving publicity to these meetings and in securing convenient places for holding them, as well as a large and respectable attendance.

My design was to explain to the people everywhere our real educational position; to show them what our system had been, and what we are striving to make it; and especially to urge certain advantages which may be attained under the present Law, which could not have been attained under any former Law. I was determined to keep the movements of my department above and beyond the party differences which exist in the Province, feeling that Education is a work which requires the co-operation of all. I believe that I was successful in this effort, and I can gratefully record my acknowledgments for the kindness with which I have been received on every occasion, as well as for the assistance rendered me by gentlemen holding different opinions on less important subjects, and for the disposition generally manifested to promote my personal comfort, and to render my labours agreeable.

The explanations which I was enabled publicly to give of the general principles of the Law, as well as of the Regulations of the Board of Education, were, I doubt not, productive of good. In a few places, owing to the operation of local causes, I may not have been entirely successful; but generally I felt that I had been able to excite an interest in the subject of Education which had not before existed. The gathering of large numbers of people for such a purpose, and the opinions and discussions which were elicited, were calculated to lead to such a result.

I am decidedly of opinion, that the provision of the Law which requires the Chief Superintendent to visit the different parts of the Province, and to hold such meetings, will ultimately lead to great public benefit. I have been able not only to give a large amount of information, but also to correct unjust prejudices; to secure in many cases better local co-operation; and to prepare the way, I trust, for a more intelligent public opinion respecting popular Education.

The importance of establishing Superior Schools, and School Libraries; the advantages to be derived to Education throughout the Province from adopting the principle of assessment; the necessity of improving the character of the School Houses; the importance of adopting a uniform set of School Books, Maps, &c.; the necessity of Teachers possessing sound moral as well as educational qualifications, were the topics on which I mainly dwelt at my public meetings.

I have not space to discuss these topics in this Report, nor is it necessary that I should do so, as the Inspectors have dealt with them in detail; and their statements and opinions (which will be found in the Appendix,) will be read with great interest. There are a few of them however, on which I will remark briefly.

The Section of the Law authorizing the establishment in every Parish of a Superior School, which is entitled to receive an additional Grant from the Provincial funds, offers to each Parish educational facilities not heretofore enjoyed. To guard the Province against imposition—against an expenditure of money for what might prove only a nominal advantage, and to secure to the people superior Education, the Regulations for such Schools were necessarily made very stringent. The policy of these Regulations is, that every Parish shall have one School where the different branches of a sound and thorough English education must be taught, and also, if desired, the elementary classics; it being left to the option of the Trustees to require the latter, if necessary. Another object to be attained by the establishment of these Schools, is to improve the condition of the Schoolmaster—a most important object, as the elevation of the Schoolmaster is absolutely necessary to the elevation of the system. The regulations therefore require, that his local compensation shall be paid in cash, and shall be so certified by the Trustees and Inspectors, before the Provincial allowance can

be

be drawn. It is probable that these Schools will ultimately supercede, in most instances, the County Grammar Schools, and if judiciously established, may be made to form a connecting link between the ordinary Parish Schools, and the University. Experience may suggest the importance of some change in the Law, both with respect to the style of the building, in which the School should be kept, and the standard of qualification necessary for the Teacher.

The section authorizing the establishment of a Library in every School District, is also very valuable and important. I have at every meeting urged the necessity of such institutions. Throughout the whole of the rural districts, their introduction would be most beneficial. In several places, preliminary arrangements have been made to establish Libraries, although as yet but one formal application for the Provincial grant has been forwarded to the Department.

The regulations of the Board with respect to these Libraries, were cautiously made, in order that difficulties which would probably occur, might be provided against at the outset. These regulations prohibited "works of a licentious, vicious, or immoral tendency, and works hostile to the Christian religion, and works involving religious controversy," and it was made the duty of the Chief Superintendent, "to prepare a Catalogue of Books, subject to these exceptions and guards." The Catalogue, containing a list of about eight hundred volumes, embracing works in the various departments of human knowledge, was duly prepared, and has been made available to School Committees, and other parties engaged in providing Libraries. I have found some difficulty in determining how the books for these Libraries can best be obtained, and have communicated with several of our Provincial Booksellers on the subject, without as yet being able to determine upon any plan. Until some final arrangement can be made, I shall procure the books which may be ordered through the Department, from different Booksellers, on terms as advantageous as possible.

I trust that during the present year, Libraries will be established in various parts of the Province, as they are not only desirable but necessary. One of our most distinguished writers has closed a very eloquent address on the subject, with the following language:—"To instruct men, to indoctrinate them in the principles of science, to edify them, to impart a knowledge of the theory and persuade to the practice of virtue, to stir the imagination profoundly, and to achieve the highest triumph of Art, men must read books, children must read books, and Schools must furnish free Libraries."

The provision of the Law, by which "any County, Parish, District, or Municipality, can determine to provide for the support of the Schools therein by assessment," next requires attention. The principle involved is one which has been on our Statute Book since 1852, and has been frequently discussed in these Reports, but has not yet been extensively adopted throughout the Province. Undoubtedly, great efforts have been made to misrepresent it, and to excite prejudice against it, especially amongst the ignorant.

As I regard this principle as ultimately necessary to such a system of Education, as we should have, I have made it a prominent topic of discussion at every meeting which I have held. I have found, however, as I became better acquainted with the state of public feeling respecting it in different places, that the subject was one, which required to be dealt with very carefully. There are unquestionably many, who intelligently approve of the principle, and who are prepared to accept it at once; but, on the other hand, observation has convinced me, that there is a far larger number of persons, who from various causes are directly opposed to it, and who will resist any effort which may be made to introduce it. I have become therefore thoroughly satisfied of the wisdom of the policy pursued by the Legislature both in 1852 and 1858, in leaving the principle to the voluntary action of the people. I am persuaded, that any other course would be ruinous to the principle itself, in the public mind, and would excite an antagonism to it, which would render its introduction impossible, for a long time to come. A few School Districts have adopted it, and are already reaping its advantages. Where the people have been nearly unanimous, the change will be most beneficial to the interests of Education. But where (as has been the case in some instances) it has been adopted by a bare majority, against the feeling of a strong minority of rate payers, I do not look for such pleasing results. The minority feel themselves aggrieved, and this united with the dread of taxation so generally entertained, will probably in some cases induce a return to the old system. I

I feel it my duty thus to refer to this subject. While conscientiously adhering to the opinion, that until the principle of Assessment is universally adopted, our system cannot be as perfect as is desirable, I believe that the time has not yet come for its enforcement by a direct legislative enactment. The subject is however now before the country; the principle is on our Statute Book; it is becoming a general subject of discussion by the Press, at public meetings, and at the firesides of the people; its successful adoption in some localities, will also recommend it. With these causes operating on the provincial mind, I have no doubt that a few years will suffice to make the principle so generally popular, that it may be universally introduced, with all the advantages to Education, which may be fairly anticipated, without the excitement which would follow a premature coercive enactment.

In remarking on the condition of the School Houses, it will be admitted that there is no branch of the service which has been more neglected than this. Many of the buildings now used for this purpose, are utterly unfit. Besides their outward disreputable appearance, they are inconveniently small; the ceilings are low; they are badly lighted and ventilated; "too cold in Winter—too hot in Summer;" without proper desks or benches; while external conveniences are seldom thought of. It is not to be expected, that every School House should be complete in point of beauty and attractiveness, but it should at least be decent. If constructed of logs, (as may be necessary in some of the back Settlements, where the people are poor,) it should nevertheless be made large enough to adapt it for the usual School exercises. I may add, that proper out-buildings, and a play ground, ought to be provided wherever practicable. Independently of the disgraceful appearance of such erections in a community, they are connected with certain positive disadvantages, both as to the influence which an educational establishment—the very smallest and least pretending—should have upon the minds of the pupils, and also, as to their health and comfort. The evils which follow the habitual violation of the laws of health, in the construction of many of our School Houses, are not sufficiently considered. In my addresses to the people, I have urged these considerations, and have been pleased to find that my views and recommendations have been appreciated. During the last Summer a number of new School Houses have been erected, most of them on improved models.

Connected with this is another subject of importance, to which I shall hereafter, as I have opportunity, call attention—Physical Education. This subject is one which is fully dealt with by some of the leading Educationists of the present day. It is admitted—that "if we wish to develop the mind of a pupil, we must develop the power which mind has to govern, exercise his body, make him healthy and strong, that we may make him prudent and reasonable." I merely refer to the subject as one which ought to be practically regarded in our system, and I hope hereafter to be able to mature a plan by which it may be introduced.

I have also made preliminary arrangements for the introduction of Vocal Music, as an elementary branch of Education. Without discussing the proposition of Professor Stowe "that the ability to learn to sing is universal," there is no doubt that the use of this delightful means of instruction will be as advantageous in New Brunswick, as it has proved to be on the Continent of Europe, in Great Britain, in the United States, and in some of the neighbouring Provinces. For the present, the Pupil Teachers in the Training School are to receive at certain hours every week, instruction in this science; and I hope that in a few years Vocal Music will form a necessary branch of Education, in all our Parish Schools.

In my remarks on Superior Schools, I have alluded to the necessity of elevating the condition of the Teacher, if we wish to elevate the system. In this Province, our School Teachers have occupied, and still occupy, a lower social position than is consistent with their proper influence upon the Scholars. The inducements to enter upon, and afterwards to continue in their work, have not been sufficient, and therefore instead of adopting it as a profession, most persons have merely resorted to it as a temporary means of support; designing and wishing to leave it, when any more eligible employment might offer. It is hoped that the provision made by the Superior Schools, will be one means of inducing persons well qualified to remain in the work, and also of leading others to engage in it.

It appears to me that a better and more general intercourse between the Teachers

in the different Counties and Parishes—a more unrestricted communication for the purposes of mutual sympathy and improvement, would be of great utility. This object can be affected to some extent by the establishment of Teachers' Institutes, similar to those which are held in the United States, and also in Canada and Nova Scotia. The idea is new amongst us, but it is connected with very obvious advantages, not only to the Teachers themselves, but to the cause of Education generally. I have already, after consulting with the Inspectors (whose opinions are fully expressed in their Reports,) resolved during the present year to attempt the establishment of these Institutes. It is possible that no great results will be immediately obtained; but by beginning carefully, and pursuing the design systematically, I hope that in a few years I can succeed.

I may add here, that the moral qualifications of our Teachers should be also especially regarded. In some instances, persons have been engaged in the School service, whose habits and general character, made their employment unsafe. It has been my desire and determination since I have been at the head of the Department, that such persons should not be continued. I have distinctly avowed this at every public meeting, and have likewise been compelled to take decided action in several cases reported to me. This course I considered necessary, not only for the protection of the children who might be committed to the care of such persons, but also of the large body of our Teachers whose morality is unquestionable. I have been gratified to find that very pleasing results have already followed my efforts in this respect.

The state of the Training and Model Schools, has occupied the serious consideration of the Board, during the past year. This Institution has been in existence since 1848, and has done a large amount of good. Public expectation has not, I am aware, been fully met by the results thus far; but I am persuaded that the cause of Education has been greatly promoted by the Teachers who have left this Establishment, and there is in consequence, in different places, a decided preference now given to Trained Teachers. The importance of this Institution cannot be too highly estimated. It is universally admitted in every country where Education is properly cared for, that Schools for the training of Teachers are indispensable. Monsieur Guizot, a very enlightened Educationist, remarks:—"That that State has yet done nothing for popular Education, that does not watch that those who devote themselves to teaching be well prepared." I need not discuss the advantages and necessity of such an Institution, as every one must feel that an efficient Training School, and efficient Inspection, are inseparably connected with uniformity and success in teaching.

The present Law places the Training and Model Schools under the supervision and direction of the Chief Superintendent, subject to the order of the Board of Education. In consequence of the resignation of E. H. Duval, Esquire, who has for several years filled the important office of Training Master, the Board appointed W. Mills, Esquire, as his successor. Mr. Mills took charge of the School in June last, and immediately removed it from the premises formerly occupied, to his own buildings. This arrangement, although the best that could be made at the time, led to some inconveniences, and the condition of the School for several months was unsatisfactory to all concerned.

In the Autumn therefore, it was decided to engage other and more eligible premises, and to procure an efficient Teacher for the Male Model School: Miss Duval having been previously appointed Teacher of the Female Department. The Board selected Mr. A. Glendenning for that position, and directed him to proceed immediately to Truro, to spend some time in the Normal Institution there, before commencing his labours in Saint John. The School is now completely reorganized; the new premises, although not so commodious as might be desired, are nevertheless sufficiently so, for the ordinary School exercises; and the aspects of the Institution are decidedly improved.

There is no doubt, that the system now introduced, will with judicious and energetic management on the part of the Training Master and his Assistants, raise the character, and increase the utility of this important branch of our Educational establishment. But I have no hesitation in expressing as my opinion, that we never can have such a Training School as we need in New Brunswick, until suitable Buildings are erected in some convenient place, and supplied with all requisite appurtenances. The Report of Mr. Mills will be found in the Appendix.

Notwithstanding

Notwithstanding the efforts of the Department to procure and furnish to the Schools, proper reading and text books, maps, and other apparatus, considerable difficulty is yet experienced on this account. The new regulations provided, "that the existing selections and arrangements as regards the books, maps, and apparatus, were to be continued until revised after due enquiry." A new Geography, one which will be adapted to the course of instruction carried out in the Schools, and which will furnish correct information both in the political and physical department of this science, is a desideratum which I am striving to supply. The new Map of the Province, now in course of publication, under the sanction of the Government, will, if it can be obtained for the Schools at a reasonable rate, supply what is now felt to be a very serious deficiency. To meet the wants of remote places, I have communicated with the Inspectors, on the importance of establishing additional agencies for the sale of School Books in those parts of the Province, where the supply has hitherto been too limited.

The regulations for the organization, government, and discipline of the Schools, were published early in June, and I believe are well adapted to the requirements of the service.

For the purpose of assisting the Teachers, and of securing uniformity in the mode of keeping School Registers and making returns, forms of these documents were prepared at this Office, and gratuitously furnished. This will not only seriously relieve the Teachers, but will ultimately procure for publication in the Annual Report, a larger amount of valuable statistical information, than has hitherto been obtained.

It will be seen, by reference to the Appendix, that the Tables furnished are by no means complete. It was utterly impossible in the course of a single term of six months, (the first also during which I had administered the Department,) to procure full Returns. I have, however, thought it better to publish them even in this imperfect form. Before another year, the arrangements will be so completed with the Inspectors and Teachers, that I doubt not a much more detailed and accurate body of Statistics can be furnished.

The Book Account is necessarily imperfect. I am unable to furnish for publication in this Report an accurate statement of the Provincial School Book Fund, as I did not receive the necessary documents from my predecessor until the 21st January, and there are several items in the Accounts which will require explanation. I have communicated with all the Agents, and as soon as I obtain the requisite information, will forward a statement to the Government.

The Reports of the Inspectors, (which I regret I cannot give entire,) will exhibit very fully the condition of our Common Schools. Some of these Schools, I am sorry to say, are very inferior, and there are difficulties in the way of their improvement, which only time and labour can overcome. In other cases, however, the Teachers are competent and faithful; their Schools are well taught and well governed. But, notwithstanding all that is said against our Common Schools, it cannot be denied that they have done, and are now doing, a large amount of good. It is admitted on all hands, that since the establishment of the Training School, and a system of inspection, the standard of qualification of the Teacher has been raised, and the Education of the Schools materially improved.

There is everywhere, and amongst all classes throughout the Province, an anxiety for Education. The people value it as absolutely necessary, and are willing to unite in any legitimate means to secure it. I trust that my own labours during the last few months, in urging this important subject, have, in some degree, assisted in promoting this disposition. These labours have also been advantageous to myself personally, as they have given me a more accurate knowledge of the educational condition of the Province.

The service is one in which earnest, persevering, and faithful effort is required, and in which such effort will be well repaid. The children rising up around us demand our care, as we look to them to fill our places after we have passed away.

I sincerely trust that the effort now in progress, may, through the Divine Blessing, issue in the establishment of a sound educational system, which will be a means of permanent usefulness to the rising generation of New Brunswick.

I have the honor to be Your Excellency's most obedient servant,

HENRY FISHER.

APPENDIX No. 1.

Extracts from the Reports of the District Inspectors for the Year 1858.

1. COUNTIES OF KING'S ALBERT, AND WESTMORLAND.

Inspector DUVAL.

"I visited in King's County, 100 Schools; in Albert County, 34 Schools; in Westmorland County, 88 Schools; total 222 Schools. These were taught by 110 Male Teachers and 112 Female Teachers.

"The state of the Schools, as might be expected, varied very considerably. Some were in a very excellent condition, and some very inferior; upon the whole, the Schools, all circumstances being considered, were in as good a state as could be reasonably expected. In the Summer season the Schools are, with few exceptions, necessarily small, the labour of most of the boys being absolutely required on the farms. This not only diminishes the number of the pupils, but also takes from the School-room those that would, in an examination, reflect the greatest credit on the Teacher. Correct conclusions, therefore, can scarcely be drawn from a tour of inspection made during the busy season of Summer alone; to form an accurate estimate of the abilities of the Teachers, their Schools must also be visited at other periods of the year. Notwithstanding this disadvantage, I was pleased to find that in many places the Schools were in a very efficient state. Favourable impressions would be naturally produced on my mind by my previous acquaintance with many of the Teachers, I have, nevertheless, endeavoured to form an impartial estimate of their abilities. They greatly vary, of course, in the art of imparting instruction, but I have not yet, so far as I am aware of, met with a single case where the Teacher is incapable of giving instruction in the branches that he is required by law to teach.

"I would repeat here what I have adverted to in former Reports, that I consider the classification of Teachers under the operation of the present and former School Laws, to be very defective and unsatisfactory, especially in the distinction between the First and Second Class Male Teachers, which consists alone in a passable acquaintance with Mathematics, irrespective of that amount of general information which, other things being equal, is essentially necessary to constitute a thoroughly efficient Teacher.

"In our College, and other higher Seminaries of learning, Mathematics must of necessity occupy a prominent place, and I should think it very unadvisable to exclude these branches of instruction from our Common Schools; on the contrary, every encouragement should be given to Teachers to introduce them wherever they have the opportunity for doing so; but facts shew that in this country, except in the towns, those opportunities will be only occasional. This has been frequently mentioned in the Reports of the County Inspectors, and may be further illustrated by the fact, that in 222 Schools which I have recently visited, I have only found twelve boys professedly studying mathematics, and of these, several were students more in name than reality, having a very imperfect idea of the studies in which they were engaged. There were in my District, nineteen First Class Male Teachers; of these, fourteen had not a single scholar in mathematics, the other five just mustering twelve among them. It must however be borne in mind that the elder pupils were, of necessity, engaged in the fields, and that the number will be certainly greater in the Winter term; but still so few as to shew that in the classification of Teachers, mathematics alone should not form the basis of distinction, on account of their limited introduction into our Common Schools; and that some account should be taken of the amount of general information a Teacher possesses, as that is needed in every School, and may be employed to give an intellectual character and lively interest to every School exercise.

"The number of females employed as Teachers, has often been spoken of as a ground for regret, but I am persuaded that there is much misconception existing on this subject. I am convinced that females, if they have equal advantages, are as competent instructors as males, while, as to government, their influence, though generally more gentle, is as effective as that of the sterner sex. But in any case, their

their services cannot be dispensed with; adequate support for male Teachers could not in many places be raised, and if it could, there are not a sufficient number in the employment to meet the demand, nor will there be much improvement in this respect till a higher compensation is granted for their services. It is also worthy of remark, that there is great exaggeration with respect to the number of females employed; from statements sometimes made, an impression might be created that at least four-fifths of the Schools were taught by females, while my Report shows that in the Summer months the number of male and female Teachers is nearly equal, and during the Winter months the number of male Teachers will be unquestionably larger.

“There is need yet for further action of the Board of Education to secure a greater uniformity of Books used in our Schools. Those of the Irish Board have been recommended; they are, generally, very excellent, and are the cheapest School Books used in the Province; but still in many places antiquated Readers and Spelling Books continue in use. The most common reason assigned by the Teachers is, that they are best acquainted with those books, having received their instruction from them in their youthful days.

“The French Schools (of which there were seventeen in operation in my District,) were all conducted by male Teachers, and were numerous attended. There were some scholars studying English in every one of them; most of the Teachers were intelligent men, and seemed to take an interest in their work, but their education was not very extensive, and their labour appeared to be considerably increased for want of method in classifying their pupils and imparting instruction. I should think that the introduction of the “*Guide de l'Instituteur*,” published under the sanction of the Superintendent of Education of Lower Canada, would be very serviceable, especially among the senior scholars.

“I endeavoured in all cases to make my examination thorough and searching; testing the scholars fully in the branches they professed to study; but my visit, nevertheless, appeared to be well received by the Teachers; indeed it might be expected, at least from those who enter into the spirit of their work, that they would be pleased that their self-denying labours were not lost sight of entirely. I often wished that the parents of the scholars had been present to witness the examinations; in some cases they were, and if previous notice of my visit could have been given, probably they would have been so more frequently. More time, however, than I had at command, would have been required to make these previous arrangements; in future it may be practicable to do so. I could then have made suggestions for such improvements in the Schools as fall within the province of the proprietors. In the absence of such opportunities, I would suggest the propriety of Teachers keeping a ‘Visitors Book,’ in which observations and recommendations might be made by Inspectors and other visitors, which might assist Trustees and Committees in their efforts to improve the Schools.

“There is a considerable want of uniformity among the Teachers in their mode of imparting instruction, or if there is any thing approaching to uniformity, it is in their adherence to antiquated methods of teaching. Nearly half of the Teachers in the Eastern District have not attended any Training School, nor have they made any specific preparation for the work on which they have entered; while several of those who have, seem to have fallen back upon their own plans, and carry on their work with little energy or spirit. Could we adopt the plan of having ‘Teachers’ Institutes,’ as they have in the United States, particularly in New England, I believe that many of the existing evils, so far as the Teachers are concerned, would be remedied; greater uniformity will be secured, and a spirit of enterprise engendered, that would give new life to our Schools. At present the Teachers are scattered and isolated; no bond of union exists; no means by which they can mutually improve each other; surrounded by a few, sometimes by a very few children; their occupation laborious, and too frequently held in disesteem; with many discouragements, and, in cases of difficulty, with little sympathy from the people. Under these circumstances, it is not to be wondered at that they only continue to teach so long as necessity requires, and look upon their final escape from the school-room as a happy epoch in their lives. They rarely think of teaching as a permanent occupation, and more rarely still look upon it as an honorable profession. Any means that would awaken vivid perceptions of the real

real dignity of their work, and lead to their personal improvement, would be useful; its influence would soon be seen in the improved state of their Schools. Teachers' Institutes I believe to be admirably adapted to this end. I have never been present at one, but, unless the accounts have been greatly exaggerated, such meetings must have a beneficial tendency. An Institute consists of an assemblage of Teachers within a certain district, say a County, for a limited period, sometimes for three days, sometimes for one or several weeks. During the day, the Teachers are formed into classes, and drilled through the elementary branches of instruction, as though they were young pupils; these exercises are conducted by experienced and efficient Teachers, who, in some cases, are paid by the State for their temporary services. Essays are occasionally read on given appropriate subjects, which are followed by conversation and discussion. In the evenings, Lectures on the subject of Education are delivered by the neighbouring Clergy, or other qualified persons. The meetings are open to the public, and often great interest is manifested in them. So much are they thought of, that invitations are sometimes sent from the inhabitants of several localities, requesting that the next Institute may be held with them; assuring the Teachers and officials of a hospitable entertainment.

"I have some fears (which perhaps are only imaginary) that we are not yet prepared for such meetings. I have thought that some Teachers would scarcely feel sufficiently interested; regarding, as they do, their present occupation as only a temporary affair, nor would they care to go through the drilling. The hospitality of the people of this Province cannot for a moment be questioned; but I think that in many districts they would be scarcely able to appreciate the utility of such gatherings. The Clergy of the district would probably take so great an interest in the meetings, that no obstacle need be anticipated on that head. The greatest difficulty would, I fear, be in what would be called the loss of time; if the Teachers had to make up the time it would be more than they would like to do; the Trustees have no power to allow the time, and if the matter were settled by a regulation of the Board, the inhabitants of some districts might think themselves hardly dealt with. As I have already said these difficulties may be only imaginary; if such meetings could be held and properly conducted, I am persuaded they would be attended with very profitable results.

"In some of my former Reports I have spoken of "boarding round" as a system "happily dying out." By my visits, however, I find that it has not come so near its end as I thought it had. In the more wealthy and populous districts it is seldom found to exist; but in the poorer settlements it still prevails. Of the 222 Teachers in my District, 102, something less than half, board round. It does not, however, seem to be so serious an evil as it is sometimes imagined; but still the Teacher's comfort, usefulness, and respectability, will be increased by its utter annihilation; though at present in some Districts it may be absolutely necessary.

"I have found some inconvenience from the present plan of Teachers having a vacation every other Saturday, but the precise days not being fixed, it has sometimes happened, that I have found all the Schools in my route in operation on Saturdays; at other times I have had to travel many miles for no purpose, finding School after School closed, and of necessity have had to travel the same ground over again. This it appears to me might be easily obviated by a regulation of the Board fixing the Saturdays for teaching; say, the second and fourth, leaving the first and third Saturdays, and the fifth when one occurs, as the Teacher's vacations. The Inspectors would then be freed from the annoyance of having to travel for nothing, and could employ their time in the writing, to which, of necessity, they have to attend.

"In the District under my care there is yet but one "Superior School" as provided for by Section 9 of the School Law. There is, however, a very promising movement in Norton, where it is proposed to erect a very superior building, with all necessary appurtenances; in which elegance and utility are to be combined. If no difficulties intervene to defeat the intention of the originators of the project, it will be in every sense a superior School, provided that thoroughly efficient Teachers be selected. It will be quite necessary that the Board shall make the requirements for a superior School much more definite than they are at present. Several first class Teachers requested information on the subject for their guidance, which I could not safely give them, not knowing exactly what would be required.

“ In the course of my tour I lectured at fourteen places, namely, at Jones’ Creek, Westfield, Milkish, Hampton Ferry, Hammond River, and Butternut Ridge, in King’s County; at Coverdale, Hopewell, and Elgin Corner, in Albert County; at Taylor’s Village, Moncton, Lute’s Mountain, Sackville, and Salisbury Corner, in Westmorland County. At some of these places I should not, probably, have thought of lecturing, as the population was limited; but in anticipation of my visit, arrangements had been made for my so doing, and I deemed it right to comply. I, however, frequently found that the attendance was larger in Districts sparsely settled than in more populous places; one reason for which probably was, that they very rarely had lectures of any description in those localities. In all instances the lectures appeared to be well received, and often elicited very interesting and useful remarks at the close from some of the gentlemen present. I consider the system of lecturing to be a very important feature in the new School Law; it is calculated to awaken the attention of the people to the subject of Education, and to give information which almost everywhere is greatly needed. Something has been done to improve the Teachers, and not altogether in vain, though much remains yet to be accomplished; but the people also need instruction, and as we cannot have Normal Schools for parents, we must reach them if possible by lectures, and I think the effort will not be entirely useless.

“ I have endeavoured in my Lectures to explain the distinguishing features of the new law, and to secure the sympathies of the people to give effect to them; I have enforced the policy of employing efficient Teachers only, and fairly remunerating such for their labour; I have striven to induce them to erect good School-houses, instead of the miserable buildings now so generally in existence, and to have those houses comfortably and respectably furnished with all suitable appurtenances.

“ I have stated my own convictions as to the importance of Local Assessment, but have at the same time recommended forbearance where a strong feeling against it evidently prevails among the more intelligent portion of the community; feeling assured that no law can be long sustained which is not supported by the sympathy and judgment of more than a mere majority of the people.

“ I was urgently pressed in many places to stay and lecture, with which request I found it impossible to comply; having been detained in the Training School for a considerable time after the other Inspectors had entered upon their work, and I knew that inconvenience must arise, unless my Report came in somewhat at the same time as their’s did; in future I shall be more able to comply with such applications.

“ Though I expect much good from popular Lectures, it is too soon yet to look for results; but in paying a second visit to one of the Districts where I lectured, (Westfield,) I was greatly pleased to find two new School-houses in the course of erection, one of which, though not large, was being built with some regard to taste; the other will be a spacious and I hope quite an elegant structure.

“ I ought not to close this Report without mentioning the very kind reception that I have everywhere met with from the people, and especially from the Trustees, who have obligingly given me all the requisite information, and in many cases have accompanied me to the Schools; this they would have done more frequently but my visits were just in the busiest season, when many of them found it impossible to do so. I have already observed that in some cases the parents attended the examinations as well, and I hope on future occasions to be favoured still more in this respect, which will be a convincing proof that an increased interest is being taken by the people in the education of their children.”

II. COUNTIES OF QUEEN’S, CHARLOTTE, AND SAINT JOHN.

Inspector CAMPBELL.

“ I am not prepared to furnish much additional information to that already comprised in my Returns and Correspondence recently forwarded to the Department.

“ During the “ Summer Term ” I visited 108 Schools in the County of Charlotte, 69 in the County of Queen’s, and 60 in the City and County of Saint John. In several Parishes I experienced much difficulty in ascertaining the number and locality of Schools in actual operation, in consequence of the neglect on the part of the Teachers in applying to the Trustees for the certificate required in Section 7, Art. 2, of the Rules and

and Regulations; although in every instance where I had an opportunity of consulting the Trustees, I received every information in their power to afford, and in many cases was accompanied by one or more of them to the Schools in their respective Districts. In connection with this subject I would beg to refer to my Communication of 7th October, relative to the introduction of a "Common School Register" in each Parish.

"In the County of Charlotte the total number of Schools in operation was 117, viz. 1st Class Male Teachers, 8; 2nd Class, 10; 3rd Class, 20: 1st Class Female Teachers, 16; 2nd Class, 10; and 3rd Class, or *untrained*, 53!

"In Queen's County the total number in operation was 71—comprising Male Teachers of the 1st Class, 13; of the 2nd Class, 18; and of the 3rd Class, 17: with Female Teachers of 1st Class, 7; of 2nd Class, 3; and of 3rd Class, 13.

"In Saint John County the total number was 67, viz. 17 Male Teachers of the 1st Class, 14 of the 2nd Class, and 11 of the 3rd Class; with 11 First Class, 4 Second Class, and 10 Third Class Females.

"The character of the Schools in the several Counties is shown by the class of Teachers most generally in requisition, and I regret to find that the County of Charlotte bears so unfavourable a comparison with the other Counties in the District. I find, however, since commencing the Winter tour of Inspection, several Schools closed, and many of the untrained Teachers gone, or preparing to go, to the Training School; the School-houses being repaired, and a desire to procure Trained Teachers more generally manifested. In some few Districts in this County, the Schools are supported by Assessment, the result being most favourable as regards the number of pupils in attendance.

"By statistical information, I find the total number of pupils upon the School Registers for the Summer Term was as follows:—

Charlotte,	Males, 2,040	Females, 1,799	Total, 3,839
Queen's,	" 965	" 824	" 1,789
Saint John,	" 1,659	" 1,228	" 2,887

The average half yearly compensation to the Teachers being—

	1st Class.	2nd Class.	3rd Class.
MALES.			
Charlotte,.....	£26 4 3	£18 13 8	£16 2 8
Queen's,	21 0 3	17 18 5	13 12 6
Saint John,	34 0 2	22 13 0	12 15 6
FEMALES.			
Charlotte,.....	£16 15 3	£13 1 4	£11 5 9
Queen's,	14 0 0	11 5 0	8 19 0
Saint John,	16 12 6	12 16 8	12 5 6

"In many Parishes no School Committees have been appointed, and I would beg to suggest the propriety of such appointments being made hereafter, in the different Parishes, at the time the Trustees and other Parish Officers are elected.

"As public attention has been so prominently called to the subject of Education during the past year, it is but reasonable to expect that a more lively interest will be manifested, and by the active co-operation of the parents and guardians of our youth, that improvement and efficiency in the character of the Parish Schools will be attained, which will make them creditable to the Province, and deserving of increased support from the Treasury."

III. COUNTIES OF VICTORIA, CARLETON, YORK, AND SUNBURY.

Inspector M'LAUCHLAN.

"It has been truly said that the 'Education of the people is the great question of the age.' Our Legislature appears to have admitted the correctness of the doctrine. The several Branches thereof have, for several years past, viewed it as a subject of more than ordinary importance, and therefore it has formed a prominent feature in their deliberations. Enactment after enactment has been passed, each tending to shew a desire to better the social and moral condition of their constituents. Each statute, as you justly observed in one of your lectures, was an improvement upon those that preceded it. The present School Law contains provisions that are certainly well calculated to be productive of much good; three of which, with your permission, I beg leave to mention:—

"1st.

" 1st. The power granted to appoint Local Committees ; thus giving the people of a School District a more direct control of their Educational matters. I am sorry to say that but few Districts have as yet availed themselves of this privilege ; but I have no doubt the people will soon learn to appreciate the benefit of this provision.

" 2nd. The establishment of a Superior School in every Parish, by means of which our young men will be induced to prepare themselves by a proper state of moral culture for different avocations,—it may be to become Teachers of such Institutions, or perhaps, to discharge the duties of some of the higher offices of the State.

" 3rd. The power vested in the Superintendent to hold meetings and address the people on the subject of Education, has already been productive of good. An interest has been excited in Districts where the people had been perfectly indifferent in the matter. Prejudices have been removed, and I have no doubt that should you continue the same course for a year or two, the result will be highly satisfactory.

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" My remarks in reference to my visits during the past season will be very brief. The situation of a large number of the Schools, especially those in rural districts, was not favourable to my forming a correct estimate of the qualifications of the Teachers, nor yet of the improvements made by their pupils. Comparing the number of Scholars present at the time of inspection, with the number marked on the Teachers' Registers, it will be perceived that a very great difference exists. This is accounted for from the fact that all the larger male, and in many instances, female scholars, were engaged on the farms. Every available assistance is generally put into requisition by the farmers to avoid the necessity of hiring "help." It is a general custom in the country for proprietors of Schools to sign for one, two, or perhaps three or four Scholars, when making up the necessary amount to secure the services of a Teacher. The larger children attend at times when their services are not required at home. When the busy season of farming commences these are immediately taken from School, and their places supplied by the younger portions of the family. I have often visited Schools under the charge of Teachers of undoubted qualifications, where I found perhaps ten or twelve scholars, and these of the youngest description. This frequently occurred, and that in some of the most populous settlements, where the names on the School Register ranged from twenty five to forty. This is extremely discouraging to an ambitious Teacher. It cramps his energy, and has a tendency to make him careless and indifferent. He is mortified that he has no fair sample of the result of his labour and application to exhibit when visited by the Inspector. None but those who have been placed in like circumstances can fully appreciate such an unpleasant situation. The "condition" of many of these Schools, I have no doubt, has been marked as "average," that under other circumstances would have sustained a different character. My instructions were imperative to mark "the condition of the School at the time of inspection." You will readily perceive that, under such peculiar circumstances, the Teachers' qualifications, their aptness to teach, and the general improvement of their pupils, could not be correctly estimated during one visit. It will require a year at least under the present Law to arrive at a correct conclusion. Notwithstanding the several disadvantages that I have enumerated, I have no hesitation in expressing my belief that there are many Teachers in the District entrusted to my inspection, who are an honor to the profession, and who would do credit to the educational department of any country, while there are others whose services might very safely be dispensed with.

" It is certain that the public mind is becoming more enlightened on the subject of Education than formerly. There is a greater desire, and that very generally entertained, that the 'rising generation' should be better prepared to take a prominent position in society, than were their fathers. This is particularly observable among farmers who, by industry and perseverance, have surrounded themselves with many of the appliances and comforts of life. Such is not always the case however. With many, when engaging a Teacher, the question is not in reference to the quality of the Education he is capable of imparting, but how cheaply can his services be secured? So long as this sordid, parsimonious spirit prevails, the education of the country must necessarily be retarded.

" School-houses, with some exceptions, are not what they should be. They are generally

generally small, low, and badly ventilated. Many, as you will perceive by the tabular returns, are without the necessary apparatus—maps, blackboards, &c.—so essential to aid in imparting a thorough, practical education. The furniture—desks, seats, &c.—cannot certainly be recommended as patterns worthy of imitation for model Schools. A proper improvement in these respects is desirable, the attainment of which is merely a question of time, for I believe that, with the liberal provision made by our Legislature, followed up by a strict yet judicious system of inspection, the period is not far distant, when the common Schools of New Brunswick will compare favourably with those of any portion of Her Majesty's dominions.

“I have been very seldom accompanied by Trustees during my visits. This was owing, in some measure, to the busy season of the year, but more to a dissatisfaction entertained, because of extra duties imposed upon them, without any recompense for their loss of time. This was the chief objection I heard urged throughout the District.

“It has been said that the Training School was a useless appendage—that it entailed a heavy expense without a corresponding benefit. I beg leave to record my opinion that a well conducted Institution, where persons may learn the “Art of Teaching,” is a necessary adjunct to an efficient system of education. During my visits to the several Schools placed under my charge, I could perceive a marked difference between the trained and untrained Teacher, both as regards discipline and easy manner of developing the intellectual faculties.

“You will perceive that my Returns are deficient in some of the required statistics, particularly in reference to a few of the Schools in York and Sunbury, arising from the fact, that the Teachers of those Schools had terminated their engagements before I visited their several localities, which of course rendered me unable to furnish the necessary information.

“I have Returns from 169 Teachers, of whom 96 are Males, and 73 are Females. Of the Males, there are 19 of the 1st Class, 23 of the 2nd, and 54 of the 3rd. Of the Females there are 23 of the 1st Class, 6 of the 2nd, and 44 of the 3rd. To which add 32 Teachers from whom no Returns have been received, viz:—Victoria 6, Carleton 15, York 6, and Sunbury 5; making a total of 201 Schools in the District.

“If it be desirable, and I cannot doubt it, that a full and correct detail of the state of Education throughout the Province should be furnished at least once a year, I think you will agree with me in the necessity of proper School Terms being established, governing Teachers in the commencing and closing of their engagements; and further, that it should be rendered obligatory on every Teacher to furnish his Returns, &c., at the end of every such specified term. You will perceive that there are thirty two Teachers in this District from whom no Returns have been received. How many there are in other Districts I have no means of ascertaining. Supposing the whole number in the Province to be one hundred, with an average of fifteen scholars to each, it is evident there would be fifteen hundred children receiving education concerning whom no account has been received. My supposed number may be rather large, but the principle is precisely the same; and hence the propriety of some plan being adopted whereby full and correct statistical information can be obtained.

“Before closing this hastily written Report, I beg leave, on the part of a large number of intelligent Teachers, to tender you thanks for the new form of Register and Returns, which is considered to be a very great improvement.”

IV. KENT, NORTHUMBERLAND, GLOUCESTER AND RESTIGOUCHE.

Inspector BENNETT.

“I have the honor to hand you the following general Report on the state of the Schools in the Northern District, supplementary to the tabellated Returns already furnished:—

There were in my District of Inspection, during the Term ending 30th September—

1	Superior School (at Campbellton, Restigouche.)		
4	First Class Schools, conducted by Male Teachers.		
9	Second “ “ “ “		
80	Third “ “ “ “		

10	First Class Schools, conducted by Female Teachers.		
1	Second	"	"
61	Third	"	"

166

Of these Schools 39* were not visited, for reasons given in the Report on the Teachers' Returns; but 18 were inspected from which no Returns have been received, and which are not included in the statistical Tables, nor alluded to in the following remarks.

"The Superior School, which is attended by 83 pupils, is conducted in a very excellent and successful manner. The tact, temper, and patience, the natural and acquired qualifications of a first-rate Teacher, Mr. Crocket possesses in a high degree; and the success attending his labours, the progress made by his pupils, and his continued and growing popularity, are evidences that such is the fact. The discipline of the School is excellent; firmness combined with kindness preventing severity, and the result is order and harmony. The branches taught are spelling, reading, writing, arithmetic, English grammar, geography, history, book-keeping, geometry, mensuration, algebra, Latin, and French, and taught in such a manner as to confer upon the pupils advantages of no ordinary kind. The School is liberally supported by assessment, the amount levied being £100 per annum, £75 of which are paid to the Teacher, and the balance for incidental expenses. There has also been laid in connection with it during the Term, the foundation of a public Library, which will not be without its influence. So that, regarding this institution from every point of view, we are safe in affirming that there is before it a long career of usefulness.

"Two additional Superior Schools have recently been established in this District—one in Newcastle, the other in Chatham, and the preliminary requirements of the Law complied with. No regular visit of inspection has of course been made to them, nor any returns received from them; but I have reason to believe that when the time to visit them arrives, they will be found, what they profess to be, Superior Schools.

Of the other 127 Schools visited, I found only 7 in a really good and efficient state. The Teachers of these Schools are well qualified for their work, and are labouring with zeal and ability. In these the branches taught are spelling, reading, writing, arithmetic, English grammar, geography, history, book-keeping, geometry, mensuration, algebra, Latin, and French.

"The Schools of 46 Teachers are marked in my Returns as in an average state, but many of these Teachers are capable, under more favourable circumstances, of producing better results than are actually visible at the present time. The defects of these Schools do not arise wholly from incapacity or indifference on the part of the Teachers, but in a very great degree from circumstances partially or altogether beyond their control. The want of punctuality and regularity in the attendance of the children, the insufficient supply of text-books, and the wretched condition of many of the School-houses, are all causes, any one of which would retard the progress of the best of Schools; but all combined, and in many cases they are all combined in one and the same School, they would thwart and discourage the exertions of any Teacher, and be certain to keep him and his charge in the state described. Irregular and bad payments also operate prejudicially upon these Teachers, and through them upon the Schools. There is another defect in many of these Schools to which the attention of Teachers should be specially invited; for the remedy is almost entirely in their own hands. I allude to the practice of attempting to teach too much, without being able to accomplish it. The time of both Teachers and scholars is really frittered away in this vain attempt. They get a sip of this, and a sip of that, without a deep draught of any thing. Those Teachers will succeed best who attempt but little, and do that little well, as those stars which have the least circuit are the stars nearest the pole.

"The Schools of the remaining 73 are all inferior, though not all equally so. Several of these Teachers are altogether incompetent, both as regards scholarship, and a knowledge of the art of teaching, several from downright laziness, while not a few are retained in their situations as objects of charity, and some more from less worthy motives.

* Many of this number were closed in the early part of the Term.

tives. A considerable number, though I cannot come to figures, are occasionally engaged in other pursuits, such as farming, and fishing, which occupations naturally withdraw their attention from their more immediate duties as Teachers. It is scarcely possible to blame them for acting in this manner. In many cases they are so ill paid, that unless they did something of this kind, I do not see how they and their families could subsist. This state of things will probably continue as long as the causes which produce it last. The sufferers are the children, the losers are their parents, who must, as long as the Teacher is so inadequately remunerated, be powerless to remedy the evil; for how can they consistently control a man who endeavours by extra labour to obtain those necessaries of life which are not, but should be, the direct reward of his professional work? Another cause of the low state of education in these Schools, which within a limited range has come under my observation, is the fact that they are open only during part of the year. Females prefer teaching in Summer, men in winter. The latter in some instances, I cannot say in how many, occupy themselves in Summer at farm-work, or the like, which they find more profitable, and in Winter resume teaching when farming and most other out-door occupations are suspended. One of the worst features of this evil is, they do not always resume teaching in the same School. Another misfortune is, that Teachers are commonly engaged for too short a period. A Teacher's head and heart can never be enlisted in his work when he knows that there is no certainty of remaining in his present charge more than six or twelve months. This frequent change of Teachers, sometimes necessary it is true, but oftener the result of whims and caprices on the part of one or other of the interested parties, is productive of the most pernicious consequences to the rising generation. And even when the Teacher is not changed, the shifting about of children from one School to another where there is a choice, sometimes from one reason, sometimes from another, and not unfrequently from no reason at all, does a world of mischief to the young, by giving them the idea that their deficiencies are all attributable to the ignorance or unskilfulness of their Teacher, and none to their own negligence or dullness. To expect our Schools to flourish in the circumstances described, is about as reasonable 'as to expect a thaw in Zembla.'

"*Of the Pupils.*—In my District of Inspection there are by the Returns, 4,028 learning spelling, 3,820 reading, 2,890 writing, 2,426 arithmetic, 613 common and other needle-work, 477 English grammar, 448 geography, 668 French, and some also studying history, book-keeping, geometry, mensuration, and algebra.

"*Branches of Instruction.*—Spelling is taught very imperfectly in many of the Schools. Too little attention is paid to the division of words into syllables. The practice too is very common of selecting for the spelling exercise only the larger words, to the exclusion of the smaller ones which are of more frequent occurrence. I have frequently found whole classes capable of spelling all the long words in their lesson, and unable to spell and distinguish such words as *one, of, were, there,* and so on. The best remedy is to spell every thing that is read, and to practice, whenever it is practicable, the important exercise of writing to dictation.

"*Reading.*—In many of the Schools the reading is fluent enough, perhaps too much so. The children in general read too fast, pay no attention to, or are not instructed in either the natural or conventional pauses; some read so low as to be almost inaudible, while others again raise their voices to such a pitch as to destroy all modulation. It is a matter of deep regret that so little attention should be given to the cultivation of natural and intelligent reading. The art is not so easy as some may suppose, but that is the very reason why it should form the subject of the Teacher's most careful study. I hope soon to see it receive at the hands of all concerned that attention which its importance demands. Another defect, and one if possible to be still more lamented, is the not understanding what is read. In many of the Schools the Teachers content themselves with simply hearing their classes read, and devote no time to the explanation of the subject read. I could fill pages with the inappropriate and ludicrous answers to the simplest questions arising naturally out of the text. But honorable exception must be made in favour of a considerable number of the Schools, where great care is taken, and not a little talent brought to bear upon this important part of school business, where no lesson, however short, is passed over, till all, even the least intelligent of the class, have thoroughly understood it. I am sorry

to say that I cannot include in this description *quite* all the trained Teachers employed in the Northern District.

“*Writing*.—There are a few Schools, though perhaps not equal in other respects, in which writing has attained a high degree of perfection. The specimens exhibited are really beautiful. But such Schools bear a very small proportion to the whole. The common method of teaching this branch is for the Teacher to prepare the copy-book by writing a line across the top of the page, and then setting the pupil to imitate it; and it is painful to add, that in many instances, as far as regards calligraphy and orthography, nothing could be more unfortunate than success. To make matters worse, the pupils are often supplied with bad materials. Inferior paper, pens, and ink, are very frequently preferred because they are cheaper. The desks too are often found ill suited for the purpose, some too high, others too low, some too much inclined, others perfectly flat, and in one or two instances, no desks at all, or, by the way of substitute, the benches the children sit on. The frequent change of Teachers, as already alluded to, has its bad effects on this as in every other branch. One term the pupils are imitating one Teacher’s hand, another term, another’s; this Summer a female’s, next Winter a man’s; and so on in one continual round, in which there is nothing constant but change. To remedy in some measure this defect, I would strongly urge upon the Department the importance of supplying the Schools, through their Book Agents, with a complete and uniform set of printed lines, from which the children might copy, rather than from those written by their different Teachers.

“*Arithmetic*.—This branch, as a science, is taught in only a few Schools; but as an art in which proficiency is attained by constant and stimulating practice, it is taught well in many of the Schools in this District. It seems, generally speaking, to be the favourite study, and is sometimes cultivated at the expense of others not less important. I have often seen classes, dull and lifeless during their other exercises, rouse themselves to activity the moment the slates were put into their hands. The same, or even a less amount of care bestowed upon the other branches, would soon raise such Schools to a higher rank than they now hold.

“*English Grammar*.—This study is prosecuted in 64 Schools. In about one half of these it is well taught, in the other, the time spent seems nearly lost. Those Teachers who really understand this science, would do well to consider the propriety of early initiating their pupils into the habit of putting its principles into practice.

* * * * *
 “*Geography*.—This useful branch of knowledge is nominally taught in 61 Schools; but only in a few with any degree of success. The means and appliances of teaching it, so as to render the study at once interesting and instructive, are very scanty. It will be seen by the Returns, that only one School is provided with Globes, which I fear are seldom used, and 25 only are furnished with any thing like a complete set of maps. In most of the Schools so furnished, geography is one of the most interesting in the whole course of study; but in others not so fortunately situated, it is rather a fatiguing business. Neither is the common method of teaching it well calculated to render it attractive. Instead of commencing by giving the pupils the idea of distance and space, which, in this study, is as essential as a correct notion of time in the study of history, and of making them comprehend the principles on which it is founded, by observations in their own neighbourhood, the lessons prescribed usually consist of the dry details of political geography, which, without note or comment, are irksome and tedious in the extreme. Further, an idea seems to prevail that geography, like poetry, is too fine a thing to be found at home; and accordingly many learners are more conversant with the wilds of Siberia than with the Counties of their own Province. This anomaly will soon disappear when we shall have, as I trust ere long we shall have, a large well-executed Map of New Brunswick suspended in every School-room in the country.

“*History*.—This branch is professedly taught in 125 Schools. The text-book most commonly employed is the History of England, and is used for the practice of English reading. These reading lessons, with few exceptions, constitute nearly all the instruction given in history.

“There are other branches taught in our Schools, such as book-keeping, geometry, algebra, &c., but, as will be seen by the returns, to comparatively so few pupils, that

more minute mention is not considered necessary at present. Latin indeed is taught, and taught well, to a few boys in the Superior School at Campbellton, and French to — pupils, exclusive of such as are of French origin.

“ *Apparatus.*—There is still a great want of black-boards and other apparatus in many of the Schools in this District, though indeed the number of these useful accessories has been somewhat increased during the term. There are several Schools provided with black-boards, which the Teachers either neglect or do not know how to use.

“ *Books.*—The insufficient supply of books is the subject of more complaint than the want of uniformity, though the latter evil exists to a greater extent than could be wished. This insufficiency arises from several causes; in some instances from the poverty, in others from the indifference of parents, while in one or two cases, the supply in the hands of your Agents is not equal to the wants of the neighbourhood. This subject will require the immediate attention of the Board.

“ *School-houses.*—Of all the evils connected with our educational affairs, and they are neither few nor small, the School-house is perhaps the saddest and the sorest. The appearance of many of these buildings, nay even the bare recollection of their appearance, is enough to make one laugh and weep by turns. In many districts of the North, the traveller would have no difficulty in singling out the School-house, if he would but pitch upon the smallest, dirtiest, shabbiest fabric in the settlement. The walls of a great many of the old log houses have never been shingled. In fact, the logs have been so roughly hewn as to render shingling either impossible or useless. The crevices between the logs are filled up with moss during Winter; and on the approach of Summer, the moss having either fallen out or been removed, the crevices become ready-made ventilators. Neither is there much sign of improvement in the three new houses built of logs. The interior is also in keeping with their external appearance. The floor is often of the roughest and rudest materials,—in a few cases, of nothing more than spruce or cedar rails, over which are laid two or three rough boards at one end of the room, where the Teacher usually sits or stands. The desks I have already partially described. The most of them have been of an inferior description at first, and time and knives have not improved them. The benches too are unsightly things, many of them nothing more than pieces of boards or planks laid upon blocks. These blocks, and many of the benches otherwise well enough made, are not unfrequently found between two and three feet high. Just imagine the misery endured by young children condemned to sit and swing their aching legs for five or six hours daily in such a posture.

“ I have thus attempted to point out some of the chief defects in the School-houses of this District, in order that public attention may be most earnestly directed to the matter, and measures devised to remedy the evils. Great importance should be attached to the School-room; it is a Teacher in itself, and so is every thing about it. But there is still a very common notion in the public mind, that if the School-house is only large enough to contain, not to accommodate the scholars, and a few rude benches and desks provided for them to sit and write on, any thing more would be superfluous. Such notions have their origin in the prevailing mistake of regarding instruction as every thing, and education nothing; so that, provided the requisite information be imparted, habits of respect, order, cleanliness, and all the other social virtues, are seldom thought of, or are left to be formed or not, as chance may determine, when the pupils shall have passed into the world, away from the control of their Teacher, and beyond the influence of the School-room.

“ While this is only too true a picture of a majority of the School-houses and their appurtenances within this District, there are some which, being substantially and comfortably built, well supplied with suitable apparatus, and in one or two instances, with some regard to a few internal decorations, reflect great credit upon the Proprietors and Teachers. Three new ones, built or opened within the year, must be added to this number; one in Palmerston, Kent; another in Bathurst, and a third in Douglas-town. The two former are public property, the latter is private; and all three excellent and spacious structures.

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 “ *French Books.*—The subject of French Books I have already brought to the notice
 of

of the Board of Education, and recur to it now only to state my belief that the delay in providing a suitable supply of these books admits of a convincing if not a satisfactory explanation. I understand that a considerable sum was voted by the Legislature some years ago for the purchase of books for the French Schools, and that it still lies unappropriated.

"It is a question with many, albeit good and patriotic men, whether the policy be a good one which encourages the cultivation of the French tongue in a country where the great majority of the people are either of British origin or speaking the English language. But without entering upon a discussion of this policy here, there surely can be no question that, if the French language is to be taught as a vernacular at all, the more complete the means for teaching it the better. And even if it were the desirable thing which some maintain, that the French population should be more generally instructed in the language of the majority than they are at present, it does not follow, that to abolish or neglect the cultivation of French is the best means of acquiring English. So that, viewing this subject in the light of justice, or even of expediency, it seems most important that your Agents should be furnished as early as possible with a suitable supply of the most approved elementary text-books in the French language, in order that the French Schools may be placed, as regards books, on an equal footing with the other Schools of the country.

"Before leaving the subject of books, permit me to draw the attention of this Board to the great necessity of furnishing the Schools with what are usually called sheet-lessons. In the use of these there is a saving both of time and money. Two or three children are all that can be accommodated at one of the three-penny books with which our Schools are pestered, while a dozen or more can be taught at the same time and with perfect ease from one sheet. A set containing all the lessons in the First Book could be manufactured in the Province, and sold for about half-a-dollar.

"*Inspectors' Prizes.*—No pains should be spared to secure the regular attendance of the children at School, and the diligent use of their time there. For this purpose, the School-room should be made attractive, the lessons should be made attractive, the Teacher himself if possible should be the centre of attraction; but something more than all these is wanting in order to secure the hearty co-operation of the pupil in the work of his own education. I venture to suggest that a few small volumes as prizes should be entrusted to the Inspectors, and to be called 'Inspectors' Prizes,' to be by them awarded at the time of their visits, to such pupil or pupils as by their good conduct, regular attendance, and proficiency in their studies, would seem to be entitled to such distinction. To this it may be objected that good conduct, regularity and diligence will bring their own reward; but the reward which these virtues bring, though sure, is not immediate, and children are not in the habit of looking far into the future. When they are trundling hoops, playing cricket, running, leaping, and gambolling, their object is not so much increased strength of muscle and agility of limb, though indeed these are the certain results of the exercises, as what Mr. Stowe recommends as the best means of developing the youthful character, "*plenty of fun.*" Similarly may they be allured at School by the prospect of a small reward which is within their reach, to enter the lists and strive manfully for that greater prize which lies in the distance. The expense of this prize scheme may be urged as another objection. But it is not at all necessary that these prizes should be either numerous or costly, or that their distribution should be more than occasional or exceptional. It is not so much the number and value of the chances in favour of the pupils, but the fact that there *are* chances, which stimulates them to exertion.' But it is a truth there is no denying that it has been too often and too readily taken for granted that the children of the labourer, the mechanic, or the farmer, will or ought to seek after, and love for its own sake, that learning which those of wealthier parents acquire under the stimulus of a great variety of rewards, honors and emoluments. I trust then that this subject will receive due attention from the Board, and that some provision will soon be made for a supply of the prizes suggested, which under judicious management will, I believe, induce many, who but for such stimulus would think little or nothing about it, to make acquaintance with the elements of intellectual culture.

"I shall now venture to offer a few suggestions, the adoption of which may tend in some degree to improve the qualifications, and elevate the condition of the Teachers.
for

For the accomplishment of these desirable objects, we must look first and chiefly to the Normal or Training School, which no labour or expense should be spared to render as efficient as possible. Hardly any amount of scholarship or of natural talent in a Teacher will supply the place of a special training for his work. The principle of training, however tardy has been its application to the case of Teachers, has long been recognized, and the necessity of it felt, in other relations. The clergyman, the lawyer, the doctor, the soldier, the sailor, all are trained with a special view to the efficient discharge of their respective callings, and what has been found so essential in these cases can hardly be reckoned unnecessary in that of Teachers. In no other way can the growing demand for Teachers be fully met, or met so well. But it is superfluous to argue for a principle the importance of which has been conceded by all except that small class which can see no improvement in any thing new—which will not look at the new moon out of love to the old one. There is however a very general complaint that many of the Teachers who have undergone a course of training at one or other of the Provincial Training Schools, have, after leaving these Institutions, and simultaneously with their return to their old Schools, returned to their old systems. This is an evil for which a remedy must be provided, and one of the best remedies will I presume be found in the formation of Teachers' Institutes, or Associations. These Institutes are not new on this Continent, though they may be new in the Province. They have been tried in the United States and in Canada, and as far as I can learn, with great success. There are many advantages attending these associations. One is, they afford Teachers the means of social intercourse, and frequent interchange of views and sympathies, without which they are in danger of becoming uncourteous, bigotted and illiberal in their profession. Trained Teachers too, as already hinted, would thus have an opportunity of mutually assisting to remove the difficulties of carrying out the Training system; while to the untrained Teacher the advantages must be obviously greater still. With the practical details of these Institutes I do not profess to have more than a reading acquaintance; but I would strongly advocate any scheme in keeping with their sacred calling which would have the effect of bringing Teachers into a closer and more sympathetic union than at present exists. Teachers now, especially those in rural districts, live from year to year in a kind of dreary solitude, and the effect of their isolated position is in very many instances plainly visible in the absence of all ambition to excel, and in the contraction or retention of many peculiarities of speech and manner. One good result of these friendly meetings would be the brushing away of most of these angularities of character, just as the pebbles on the shore are rounded and polished by being rolled together in the action of the daily tides. Everybody knows that one coal or one log will not make a blaze; and Teachers are like coals or logs which burn the brightest when gathered into heaps—like trees, which grow tallest and fairest when growing in a cluster; like soldiers who fight better when standing shoulder to shoulder in the ranks, than when alone maintaining some solitary outpost.

“ In addition to the associations just mentioned, and by way of a last suggestion at present, permit me to draw attention to the importance of the formation of Teachers' Libraries, and the publication of a Provincial Journal of Education. For the former, which are nearly identical with the District School Libraries, provision has already been made by the School Act, and it is to be hoped that Teachers and the public generally will soon avail themselves of the privilege; and for a Journal of Education no large sum would be required, inasmuch as it might be made to a great extent self-supporting. Teachers especially should encourage and support such a publication, for one of its main objects will be the advancement of their own interests. If they would have the public look with increased respect upon them and upon their labours, if the appreciation of the dignity and importance of their calling be any object, if a more liberal remuneration for their services enter into their calculation—then should Teachers use every lawful and available means to render themselves more and more deserving of such confidence and such consideration. In order to successful teaching, the Teacher must read and study the books and journals of his profession, as much as the lawyer, the minister, and the doctor must study theirs. Each needs his own Library. By its means the accumulated experience of the past becomes the common property of all. Without such a contrivance, and without some standard authorities

to

to which to refer their differences, the disputes of lawyers would be endless; without some such guiding star, the divine would be "tossed about with every wind of doctrine;" and the result of the young physician's being left to purchase experience at the expense of his patients, would be a rapid increase in the rate of our mortality bills. And so with Teachers. No class needs access to the books and periodicals of their profession more than they. These works contain much valuable information, the experiments and experience of practical Teachers, on the government and discipline of their Schools, and the best methods of imparting instruction. By a careful perusal of such works, the studious Teacher (and every Teacher should be a student) will acquire new ideas, his mind, "feeding thus on the thoughts and things around it," will become more vigorous and active, and a fresh impulse will be given him in the discharge of his onerous and responsible duties.

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"I cannot conclude this Report without expressing my warmest thanks to those gentlemen on the Trusteeship throughout this extensive District, for the uniform kindness with which they have received me, and for the willingness, and in many cases the eagerness, with which they have accompanied and assisted me in this my first tour of inspection. It was a great mistake in the Law, which virtually dispensed with the services of these officers; and their positive restoration under the new Law has proved both beneficial and popular. I have very lately ascertained that in several Parishes, and in many I doubt not, which have not come to my knowledge, these gentlemen have complied with another requirement of the Law, and again visited and examined their Schools since my visit. These are good omens, and augur well for the future of our Schools, and for the early approach of the day when Teachers shall cease to be a bye-word and a reproach, as they have too long been, and when men shall think of them and speak of them as the country's brightest ornament and strongest guard."

APPENDIX No. 2.

Report of the Training and Model Schools for the Year 1858.

Saint John, 31st December, 1858.

SIR,—I beg to submit my Report of the Provincial Training and Model Schools, from the date of my appointment as Master, on the 2nd of June last, to the close of the present year.

The purpose for which the Institution was established, being to furnish an adequate supply of trained and qualified Teachers for the Common Schools of the Province, my first duty appeared to be to ascertain whether competent means were available to effect this important object.

These means comprised—First, a sufficient number of young persons possessed of certain qualifications, and desirous of engaging earnestly in the business of Teaching; secondly, a good Model School; and thirdly, suitable apartments.

"The first of these was in part supplied by the Teachers who were in attendance at the Training School, under the management of Mr. E. H. Duval, until his appointment as one of the Provincial School Inspectors. These Teachers consisted of eight young men and twenty young women.

As to the second, the Commercial and Mathematical School under my charge, which had been in successful operation for a long period, and which contained at the time 75 scholars, appeared to me to be well adapted for the purpose of a Model School, and has been used accordingly.

The last requisite, namely, adequate School-room accommodation in a desirable and central locality, was the most difficult to be procured, and was not to be obtained at short notice. It was consequently deemed advisable, temporarily, to remove the Teachers to my own premises in Coburg Street, where a large School afforded the means of their obtaining considerable practice in the art of imparting instruction in the branches there actually taught, namely, spelling, reading, writing, arithmetic,

English grammar, geography, history, book-keeping, geometry, mensuration, land-surveying, navigation, and algebra.

The intellectual improvement of the Teachers themselves was not neglected, and I was at all times willing to render them all the assistance that my duties of teaching and training to teach in the School-room permitted.

The method adopted in affording the Teachers practice in the School-room was chiefly by example. They were first called on to see me instruct the classes, and afterwards to conduct the exercises themselves under my supervision, receiving from me such suggestions from time to time as I deemed necessary.

It must be acknowledged, that what has been hitherto effected in these respects, falls short of what was desirable, and what would be possible under more favourable circumstances.

It may be here stated that our excellent Chief Superintendent and the Honorable Board of Education, have not been inattentive to our wants. New premises are now ready for the opening of the Schools at the commencement of the new year. These will be found to be a great improvement, and to afford facilities for conducting the whole establishment more effectively and satisfactorily.

The prescribed term of attendance on the part of Teachers being short, only twelve weeks, little more has yet been effected than affording them the greatest possible amount of exercise in the School-room, in imparting a knowledge of the branches required by them before admission.

This renders a preparatory examination necessary, in order to prevent an increasing number of ill-qualified Teachers; too many of whom are already said to be engaged in the Schools throughout the country.

None are now admitted but such as are tolerably well versed in the required branches, and who also furnish satisfactory evidence of good intellectual capacity.

This strictness has caused complaints to be made by the rejected candidates or their friends; but such strictness appears to be unavoidable, if any improvement in the class of Teachers is to be effected.

The total number of Teachers and Candidates in attendance since my appointment has been 84, of whom 26 were Males and 58 Females.

Many of these young people have given promise of much future usefulness.

There are other points which I should wish to notice, but I fear that my short experience in connection with the Institution, would not justify me in extending my remarks at the present time.

Statistics of the Provincial Training School, 1858.

Teachers and Candidates.			COUNTIES.															
Males.	Females.	Total number.	York.	Queen's.	King's.	Saint John.	Albert.	Carleton.	Westmorland.	Kent.	Charlotte.	Victoria.	Sunbury.	Northumberland.	Hants, N. S.	Colchester, N. S.	Annapolis, N. S.	Cumberland, N. S.
26	58	84	7	5	24	20	2	6	5	2	2	1	1	1	2	1	1	4

Licenced Teachers in attendance,	....	....	....	45
Candidates,	....	....	....	39
				—84
Natives of New Brunswick,	....	....	....	75
" Nova Scotia,	....	....	....	8
" Ireland,	....	....	....	1
				—84
Baptists,	....	....	....	38
Episcopalians,	....	....	....	17
Methodists,	....	....	....	15
Presbyterians,	....	....	....	7
Roman Catholics,	....	....	....	5
Congregationalists,	....	....	....	2
				—84
Under 20 years of age,	....	....	....	37
Between 20 and 30,	....	....	....	40
" 30 and 40,	....	....	....	5
Above 40,	....	....	....	2
				—84
<i>Model School.</i>				
Numbers enrolled,	....	....	....	94
Average attendance,	....	....	....	70

WILLIAM MILLS.

To the Chief Superintendent of Schools, &c. &c. &c.

APPENDIX No. 3.

TABLE A.

Abstract of Returns shewing number of Schools and Teachers provided for in March Schedule, 1858.

COUNTIES.	No. of Schools.	TEACHERS.										Provincial Allowances.		
		MALES.					FEMALES.							
		CLASS.			Total.	CLASS.			Total.					
...	...	1	2	3		Total.	1	2		3	Total.	1	2	3	Total.	...
Albert,	30	1	1	14	16	5	2	7	14	5	2	7	14	£342 14 2
Carleton,	61	9	3	19	31	8	1	21	30	8	1	21	30	703 7 11
Charlotte,	98	7	10	15	32	13	5	48	66	13	5	48	66	1,100 0 0
Gloucester,	34	1	...	20	21	...	1	12	13	...	...	12	13	368 2 6
Kent,	45	...	1	25	26	7	...	8	19	12	...	12	19	494 13 9
King's,	91	6	21	21	48	20	8	15	43	20	...	15	43	1,163 7 11
Northumberland,	63	3	8	28	39	5	...	19	24	5	...	19	24	726 0 10
Queen's,	74	12	17	22	51	7	...	14	23	7	...	14	23	993 1 5½
Restigouche,	20	...	...	16	16	...	...	4	4	...	...	4	4	212 13 1½
Saint John,	61	14	15	13	42	...	5	5	19	...	...	5	19	871 2 5
Sunbury,	22	2	5	4	11	2	2	7	11	2	2	7	11	259 1 3
Victoria,	16	1	...	9	10	1	...	5	6	1	...	5	6	173 15 0
Westmorland,	96	10	4	42	56	7	3	30	40	10	3	30	40	1,094 6 8
York,	84	10	21	25	56	9	1	18	28	9	1	18	28	990 11 1
Totals,	795	76	106	273	455	93	30	217	340	93	30	217	340	£9,552 18 1

This Table is compiled from Returns forwarded to this Office by the Inspectors under the former Act.

TABLE B.

Statement of Population, Schools, Pupils, Teachers and their compensation, for the Term ending 30th Sept. 1858.

[The Population is based upon the Census of 1851, twenty per cent. being added for probable increase since that time.]

COUNTY OF ALBERT.

PARISHES.	POPULATION.		No. of Schools.				PUPILS.				TEACHERS.				COMPENSATION.				
	Whole No.	No. between age of 6 and 16.	MALE.		FEMALE.		Average attendance	Trained	Untrained	SEX AND CLASS.		Provincial.	Local.	COMPENSATION.					
			Under 16.	Over 16.	Under 16.	Over 16.				Male.	Female.			Provincial.	Local.				
	1	2	3	1	2	3	1	2	3	1	2	3	1			2	3		
Alma,	657	180	3	44	10	27	9	47	1	2	1	1	1	£31	5	0	£36	10	0
Coverdale,	1,082	314	2	33	18	15	...	25	2	...	...	2	...	22	10	0	27	0	0
Elgin,	897	276	3	78	42	26	4	40	...	...	...	...	...	40	12	6	48	0	0
Harvey,	1,753	482	8	280	130	116	8	148	7	1	3	1	...	182	10	0	156	12	6
Hillsborough,	1,795	515	8	239	121	10	17	131	2	6	...	3	2	84	7	6	122	14	6
Hopewell,	1,389	401	8	209	89	20	9	104	5	3	...	2	1	95	12	6	124	19	5
Totals,	7,573	2,168	32	444	72	366	47	495	17	15	3	3	7	£406	17	6	£515	16	5

COUNTY OF CARLETON.

Brighton,	1,816	488	6	186	99	8	67	12	93	1	5	1	1	£76	5	0	£107	7	0
Kent,	752	202	4	91	37	8	39	7	56	1	3	1	...	44	13	9	68	16	0
Northampton,	726	204	2	56	27	...	24	5	31	...	2	...	...	29	3	4	50	3	4
Richmond,	5,126	1,422	12	443	206	25	182	30	262	5	7	4	1	157	10	0	225	15	0
Woodstock,	1,343	370	17	554	229	16	270	39	341	8	9	2	3	206	17	6	308	4	6
Simonds,	2,224	633	12	189	98	15	65	11	99	2	4	...	1	77	13	4	106	0	0
Wakefield,	1,341	393	1	332	155	26	125	26	202	4	8	2	1	141	18	11	208	7	6
Wicklów,				48	20	6	18	4	12	...	1	...	...	11	5	0	16	10	0
Totals,	13,328	3,712	60	1,899	871	104	790	134	1,096	21	39	8	5	£745	6	10	£1,091	3	10

COUNTY OF CHARLOTTE.

PARISHES.	POPULATION.		No. of Schools.		WHOLE No. ON REGIST.		MALES.		FEMALES.		Average Attendance.	TEACHERS.			COMPENSATION.			
	Whole No.	No. between age of 6 and 16.	No. of Schools.	Whole No. on Regis-ter.	Under 16.	Over 16.	SEX AND CLASS.		COMPE-NATION.									
							Male.	Female.	Untrained.	Trained.		Male.	Female.	Provincial.	Local.			
Campe Bello,	1,038	329	3	153	81	3	67	2	63	2	1	1	1	1	1	£37 10 0	£50 5 0	
Dumbarton,	2,715	956	5	164	73	17	61	13	87	1	4	2	1	2	2	53 15 0	69 15 0	
St. Patrick,	1,424	393	3	142	61	18	46	17	80	2	3	1	1	1	2	51 11 3	69 11 3	
Grand Manan,	...	...	1	93	53	6	33	1	68	...	3	...	...	...	...	18 5 2	21 5 0
Lepreaux,	1,465	417	3	41	12	5	18	6	21	1	...	...	...	...	...	13 2 6	13 0 0
Pennfield,	4,692	1,275	16	111	52	9	47	3	42	3	3	3	3	3	3	39 7 6	51 5 0	
St. Andrews,	2,017	591	6	194	101	16	68	9	111	3	3	1	2	2	2	164 14 2	259 11 10	
St. David,	3,531	1,050	12	417	187	25	181	24	268	8	4	1	3	3	3	71 5 0	88 7 6	
St. George,	2,107	610	9	252	119	19	102	12	134	2	7	...	...	...	...	145 16 8	175 0 9
St. James,	3,441	794	24	1,036	532	54	404	46	600	9	15	4	2	2	2	95 6 10	107 0 0	
St. Stephen,	1,500	440	8	208	110	18	73	7	144	4	4	...	...	...	...	281 16 2	385 3 1
West Lales,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	95 12 6	104 10 0
Totals,	23,930	6,855	95	3,336	1,619	197	1,334	155	1,989	37	58	6	12	19	14	410	£1,068 2 9	£1,385 4 5

COUNTY OF GLOUCESTER.

Bathurst,	3,495	1,023	14	492	242	5	235	10	287	1	13	1	6	...	7	£153 2 6	£175 14 6
Beresford,	2,460	695	12	325	148	9	160	8	200	...	12	...	...	...	5	120 0 0	131 17 6
Caraget,	2,154	652	2	95	44	...	49	2	50	...	2	...	...	...	...	22 10 0	42 6 9
New Bandon,	1,373	410	9	239	121	4	105	9	159	...	9	...	...	...	5	94 11 8	105 10 0
Inkerman,	2,852	882	1	33	19	2	11	1	14	...	1	...	...	...	...	11 5 0	24 5 0
Saumarez,	1,712	505	1	38	19	1	15	3	20	...	1	...	...	...	...	11 5 0	16 0 0
Shippegan,	...	...	...	24	14	4	6	...	16	...	1	...	...	...	...	11 5 0	22 0 0
Totals,	14,046	4,167	40	1,246	607	25	581	33	746	139	1	...	...	...	17	£423 19 2	£517 13 9

COUNTY OF KENT.

Carleton,	2,427	712	2	53	23	2	23	5	35	...	2	...	...	...	...	£20 0 0	£42 6 0
Palmerston,	2,330	680	4	101	50	2	41	8	77	1	3	...	...	...	...	45 0 0	54 16 0
Dundas,	3,672	958	5	130	59	3	66	2	93	...	5	...	...	...	...	72 15 7	79 0 0
Richibucto,	2,179	573	8	363	183	8	159	13	241	2	9	...	...	...	...	137 5 10	195 19 9
Weldford,	3,033	880	12	218	107	1	100	10	153	1	7	...	...	...	...	82 10 0	137 2 0
Wellington,	50	9	...	...	...	...	...	...	235	3	9	...	...	...	...	137 7 11	197 17 6
Harcourt,
Totals,	13,691	3,812	42	1,205	574	31	555	45	834	735	...	1	18	5	117	£494 19 4	£707 1 3	

COUNTY OF KING'S.

Greenwich,	1,503	421	6	141	81	9	45	6	70	5	1	...	...	...	...	£89 7 6	£101 5 0
Hampton,	2,680	729	13	395	197	27	151	20	205	9	4	...	...	...	...	186 0 10	217 11 11
Kingston,	2,541	673	9	237	124	10	93	10	131	6	3	...	...	...	...	118 3 4	143 5 0
Norton,	1,719	438	9	275	131	16	115	13	126	5	4	...	...	...	...	114 7 6	135 5 0
Springfield,	2,598	708	11	286	134	22	122	8	144	5	6	...	...	...	...	148 2 6	193 0 0
Studholm,	3,569	987	14	440	192	44	162	42	209	8	6	...	...	...	...	174 19 7	194 1 0
Sussex,	4,056	1,122	14	529	221	64	210	31	252	6	6	...	...	...	...	186 9 2	232 19 0
Upham,	2,309	612	6	207	92	17	76	22	95	4	2	...	...	...	...	63 2 6	90 15 0
Westfield,	1,850	505	9	239	116	15	99	9	120	6	3	...	...	...	...	128 15 0	132 15 0
Totals,	22,825	6,195	91	2,749	1,288	224	1,073	161	1,352	56	35	6	20	27	24	5	9	£1,209 7 11	£1,440 11 1

COUNTY OF NORTHUMBERLAND.

Alnwick,	1,923	537	4	103	54	1	45	3	63	...	4	...	...	...	...	£37 10 0	£42 13 0
Blackville,	1,593	495	6	178	60	23	72	23	89	1	5	...	...	...	...	63 15 0	65 7 6
Blissfield,	633	192	4	124	53	12	51	8	77	2	2	...	...	...	...	50 0 0	71 11 0
Chatham,	4,039	1,046	16	622	281	24	300	17	350	5	11	...	...	...	...	187 10 0	250 18 9
Glensel,	2,360	716	6	186	107	9	66	4	98	...	6	...	...	...	...	79 7 6	80 10 0
Hardwioke,	614	176	3	69	32	...	37	...	45	...	3	...	...	...	...	33 15 0	36 5 0
Ludlow,	2,179	623	9	293	136	14	128	15	184	1	8	...	...	...	...	18 15 0	19 0 0
Nelson,	2,945	791	11	443	231	13	181	18	274	5	6	...	...	...	...	100 0 0	158 15 0
Newcastle,	1,791	480	6	156	72	5	70	9	93	1	5	...	...	...	...	131 5 0	172 14 6
Northesk,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	71 5 0	97 0 0
Totals,	18,077	5,056	66	2,197	1,037	105	954	101	1,284	16	50	3	8	28	5	...	£773 2 6	£995 14 9

COUNTY OF QUEEN'S.

Brunswick,	290	72	1	26	14	3	8	1	13	...	1	...	...	...	...	£12 10 0	£17 10 0
Canning,	911	214	4	93	41	12	27	13	56	4	...	...	...	...	...	49 7 6	52 10 0
Chipman,	1,609	450	8	230	103	30	71	26	113	4	4	...	...	...	...	118 15 0	162 3 0
Gagetown,	1,290	370	6	196	84	16	90	6	120	5	1	...	...	...	...	90 0 0	148 10 0
Hampstead,	1,260	355	7	219	105	24	81	9	121	4	3	...	...	...	...	98 15 0	129 10 0
Cambridge,	...	...	...	...	...	...	...	...	117	6	1	...	...	...	...	101 5 0	108 10 4
Johnston,	3,913	883	8	231	112	7	102	10	126	3	5	...	...	...	...	86 17 6	102 15 0
Waterborough,	...	...	...	...	...	...	...	...	101	5	1	...	...	...	...	97 10 0	105 5 0
Petersville,	1,854	469	10	248	134	18	83	13	138	4	6	...	...	...	...	107 6 10	133 5 0
Wickham,	1,633	429	4	97	50	3	41	3	46	1	3	...	...	...	...	52 10 0	57 10 0
Totals,	12,760	3,192	61	1,721	822	138	659	102	951	37	24	13	15	21	5	2	5	£814 16 10	£1,017 14 4

COUNTY OF RESTIGOUCHE.

PARISHES.	POPULATION.		No. of Schools.	PUPILS.		Whole No. on Regis-ter.	MALES.		FEMALES.		Average attendance.	TEACHERS.				
	Whole No.	No. between age of 6 and 16.		Under 16.	Over 16.		Under 16.	Over 16.	SEX AND CLASS.			COMPRERATION.				
									Male.	Female.		Provincial.	Local.			
Addington,	1,376	350	2	81	19	53	1	19	2	2	30	2	2	2	£23 4 0	£28 15 0
Colborne,	791	272	5	58	3	180	3	66	3	77	5	4	4	1	57 10 0	78 18 4
Dalhousie,	1,683	615	8	87	12	193	8	86	8	130	8	4	4	4	92 7 11	109 7 8
Durham,	1,045	324	2	26	6	61	3	26	3	30	2	2	2	2	22 10 0	23 0 0
Eldon,	97	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals,	4,992	1,596	17	202	22	240	197	16	207	17	207	12	5	5	£195 11 11	£240 1 0

COUNTY OF SAINT JOHN.

Lancaster,	2,275	577	8	166	8	341	161	6	181	7	181	4	1	1	2	£188 2 6	£144 5 0
Portland,	10,115	2,529	14	434	18	686	226	8	395	10	4	2	6	3	1	175 14 7	274 18 8
St. John No. 1	27,294	6,717	10	331	11	494	140	12	291	9	1	5	1	2	2	129 9 7	261 12 6
St. John No. 2	4,110	1,064	15	141	6	281	119	15	177	6	2	1	2	1	2	95 0 0	169 3 4
Simonds,	2,378	678	10	205	13	420	181	21	251	8	7	3	1	7	2	173 2 6	207 13 3
St. Martins,	2,378	678	10	135	7	262	108	12	171	5	5	1	2	1	2	125 8 4	151 8 6
Totals,	46,172	11,565	63	1,412	63	2,484	935	74	1,466	45	18	10	13	6	7	£836 17 6	£1,209 1 3

NOTE.—In the City of Saint John and Parish of Portland, there are many Private Schools, some few of which receive support by direct Legislative aid.

COUNTY OF SUNBURY.

Blissville,	1,324	409	8	92	9	209	87	21	139	4	4	4	1	1	2	£88 15 0	£121 6 2
Burton,	1,776	561	5	62	2	130	59	7	99	2	3	1	1	1	1	53 6 8	61 10 0
Lincoln,	834	288	2	18	1	46	24	3	26	1	1	1	1	1	1	35 12 6	40 0 0
Maugerville,	778	228	3	31	2	69	34	2	39	3	3	3	2	1	1	25 12 6	30 15 0
Northfield,	1,547	523	1	9	...	14	6	...	10	1	1	1	1	1	1	11 9 2	13 15 0
Sheffield,	1,547	523	5	50	7	117	53	7	64	5	5	1	1	3	3	62 14 2	76 14 0
Totals,	6,259	2,009	24	262	21	585	262	40	377	13	11	2	1	5	5	£277 10 0	£347 0 2

COUNTY OF VICTORIA.

Andover,	1,480	429	3	89	43	19	23	4	63	11	2	1	2	1	2	£34 13 9	£60 3 9
Grand Falls,	1,039	290	1	17	...	6	6	3	10	...	1	1	1	1	1	8 15 0	18 0 0
Madawaska,	752	206	1	50	31	1	17	1	28	...	1	1	1	1	1	11 5 0	25 0 0
Perth,	1,244	382	2	25	10	1	13	2	13	...	1	1	1	1	1	11 5 0	12 10 0
Saint Basil,	878	249	2	64	35	2	22	5	44	...	2	2	2	2	2	20 0 0	25 17 0
Saint Francis,	1,004	285	5	53	27	2	20	4	38	1	1	1	1	1	1	36 7 1	37 0 0
Saint Leonard,	1,004	285	5	111	50	...	58	3	82	...	5	5	3	3	2	54 3 4	73 5 0
Totals,	6,397	1,841	15	409	204	24	159	22	278	2	13	1	1	1	4	£176 9 6	£251 15 9

COUNTY OF WESTMORLAND.

Botsford,	2,916	900	11	300	141	20	119	20	145	110	...	1	4	...	6	£112 10 0	£121 2 6
Dorchester,	4,344	1,179	14	408	210	11	174	13	234	113	1	1	9	...	4	157 16 3	203 15 0
Moncton,	3,198	830	16	430	197	18	197	18	264	7	1	1	6	5	4	171 0 10	243 7 0
Sackville,	3,693	1,035	13	481	242	47	170	22	276	5	8	2	1	6	2	165 0 0	202 16 6
Salisbury,	1,805	538	6	194	94	7	85	8	106	2	4	2	2	...	2	73 2 6	88 7 0
Shediac,	3,474	985	11	316	166	18	127	5	198	3	8	2	6	...	1	131 5 0	162 15 0
Westmorland,	1,946	565	11	373	183	28	133	29	192	4	7	2	1	3	1	146 5 0	170 3 0
Totals,	21,576	6,032	82	2,502	1,233	149	1,005	115	1,405	23	59	10	435	8	1	£950 19 7	£1,192 7 0

COUNTY OF YORK.

Canterbury,	1,711	482	3	102	56	15	30	1	52	2	1	1	1	1	1	£41 5 0	£64 7 9
Dumfries,	3,574	988	4	78	29	5	36	8	43	1	3	1	1	1	1	38 15 0	58 0 0
Douglas,	5,349	1,402	15	492	232	27	214	19	263	10	5	2	7	5	1	178 17 1	239 16 8
Fredericton,	4,106	1,123	18	730	351	20	316	43	436	9	9	3	1	1	1	233 16 0	399 15 0
Kingsclear,	373	110	4	122	46	3	61	12	75	2	2	1	1	1	1	52 0 7	54 10 0
P. William,	1,644	424	4	180	101	9	67	3	86	3	1	1	1	1	1	45 12 4	57 2 6
New Maryland,	2,250	597	1	30	15	2	12	1	18	...	1	1	1	1	1	32 10 0	43 13 4
Queensbury,	932	265	3	74	33	11	24	6	35	2	1	1	1	1	1	5 12 6	10 0 0
Saint Mary's,	1,212	332	12	327	170	13	132	12	206	5	7	1	3	3	1	27 16 3	39 10 0
Southampton,	1,212	332	2	96	38	6	44	8	45	...	4	2	...	...	2	44 15 0	87 15 0
Stanley,	1,212	332	2	101	48	1	48	4	47	1	1	1	1	1	1	27 10 0	29 0 0
Totals,	21,151	5,723	74	2,439	1,172	123	1,019	125	1,345	38	36	11	19	18	10	£866 5 0	£1,239 18 3

ABSTRACT OF TABLE B.

COUNTIES.	POPULATION.		PUPILS.				TEACHERS.				COMPENSATION.											
	Whole No.	No. between age of 6 and 16.	MALES.		FEMALES.		Trained.	Untrained.	SEX AND CLASS.			Provincial.	Local.									
			Whole No. on Register.	Under 16.	Over 16.	Male.			Female.													
			Under 16.	Over 16.	Under 16.	Over 16.	1	2	3	1	2	3										
Albert, ..	7,573	2,168	929	444	72	366	47	495	17	15	3	3	7	5	5	9	£406	17	6	£515	16	5
Carlisle, ..	13,328	3,712	1,899	871	104	790	134	1,096	21	39	8	6	21	8	1	17	745	6	10	1,091	3	10
Charlotte, ..	23,930	6,855	3,336	1,649	197	1,334	166	1,989	37	58	6	12	19	14	4	10	1,068	2	9	1,395	4	5
Gloucester, ..	14,046	4,167	1,246	607	26	681	33	746	1	39	1	..	22	..	..	17	423	19	2	517	13	9
Kent, ..	13,691	3,812	1,205	574	31	545	45	834	7	35	..	1	18	5	1	17	494	19	4	707	1	3
King's, ..	22,825	6,195	2,749	1,288	224	1,073	164	1,352	56	35	6	20	27	24	5	9	1,209	7	11	1,440	11	1
Northumberland, ..	18,077	5,056	2,197	1,037	105	954	101	1,284	16	50	3	8	28	5	22	773	2	6	995	14	9	
Queen's, ..	12,760	3,192	1,721	828	138	659	102	961	37	24	13	15	21	5	2	5	814	16	10	1,017	14	4
Restigouche, ..	4,992	1,596	437	202	22	197	16	267	..	17	..	..	12	..	..	6	195	11	11	240	1	0
Saint John, ..	46,172	11,565	63	1,412	63	956	74	1,466	45	18	17	10	13	6	7	10	836	17	6	1,909	1	3
Sunbury, ..	6,269	2,009	685	362	21	262	40	377	13	11	2	1	5	5	3	8	277	10	0	347	0	2
Victoria, ..	6,397	1,841	409	204	24	189	22	278	2	13	1	..	9	1	..	4	176	9	2	261	15	9
Westmorland, ..	21,576	6,032	2,602	1,233	149	1,005	116	1,405	23	19	10	4	35	8	1	24	966	19	7	1,192	7	0
York, ..	21,151	5,723	2,439	1,172	123	1,019	125	1,345	38	36	11	19	18	10	1	15	866	5	0	1,239	18	3
Totals, ..	232,777	63,923	24,138	11,777	1,298	9,899	1,174	13,892	313	449	71	98	95	96	30	209	£9,246	6	0	£12,161	3	3

TABLE C.

Abstract of Superior Schools provided for to the close of the Term ending 30th September 1858.

PARISH.	COUNTY.	PUPILS.				TEACHER.				COMPENSATION.							
		Males.		Females.		Name of.	Rel. Deno.	Mination.	Are. Service in months.	Provincial.	Local.						
		Whole No. on Register.	Under 16.	Over 16.	Average.												
Addington, ..	Restigouche,	83	53	5	24	1	62	William Crockett,	Pres.	26	5 1/2	£34	7	6	£34	7	6
St. John, No. 1, ..	Saint John,	96	68	18	5	5	60	Charles H. Tucker,	Epis.	37	5 1/2	34	7	6	89	7	6
St. John, No. 2, ..	Do.	93	60	17	1	4	38	Daniel Morrison,	Pres.	41	5 1/2	34	7	6	36	13	4
Portland, ..	Do.	50	44	..	6	..	28	Robert Attkin,	Pres.	26	4 1/2	29	13	9	30	0	0
Moncton, ..	Westmorland,	58	50	..	6	2	35	Jas. G. McCurdy,	Pres.	28	5 1/2	34	7	6	37	10	0
Prince William, ..	York,	27	15	..	11	1	14	Jos. Barnes, Jr.	Meth.	26	4 1/2	18	15	0	18	15	0
Queensbury, ..	Do.	43	16	3	22	2	24	Robert Hallett,	Bap.	46	5 1/2	27	10	0	30	0	0
Totals, ..		450	306	48	86	15	261					£213	8	9	£276	13	4

TABLE D.
Amount drawn on the Superintendent's Schedules for the Fiscal Year ending 31st October 1858.

	COUNTRIES.	COMMON SCHOOLS.		SUPERIOR SCHOOLS.	TOTAL.
		Term ending 31st March 1858.	Term ending 30th September 1858.		
		Albert,	£342 14 2			£406 17 6	...	£749 11 8
Carleton,	763 7 11	745 6 10	...	1,508 14 9	
Charlotte,	1,100 0 0	1,068 2 9	...	2,168 2 9	
Gloucester,	368 2 6	423 19 2	...	792 1 8	
Kent,	494 13 9	494 19 4	...	989 13 1	
King's,	1,163 7 11	1,209 7 11	...	2,372 15 10	
Northumberland,	726 0 10	773 2 6	...	1,499 3 4	
Queen's,	993 1 5 1/2	814 16 10	...	1,807 18 3 1/2	
Restigouche,	212 13 1 1/2	195 11 11	£34 7 6	442 12 6 1/2	
Saint John,	871 2 5	886 17 6	98 8 9	1,806 8 8	
Sunbury,	259 1 3	277 10 0	...	536 11 3	
Victoria,	173 15 0	176 9 2	...	350 4 2	
Westmorland,	1,091 6 8	956 19 7	34 7 6	2,085 13 9	
York,	990 11 1	866 5 0	46 5 0	1,903 1 1	
	£9,552 18 1	£9,246 6 0	£213 8 9	£19,012 12 10	

TABLE E.
Amount drawn on the Provincial Treasury for the Parish School Service for the Fiscal Year ending 31st October 1858.

	Superior Schools.	Special Grants by Legislature.	Salaries of Superintendent and Clerk, Travelling expenses and contingencies of Office.	Salaries of Inspectors.	Salaries of Training Masters and Assistants, Kent and Contingencies.	To Pupil Teachers for Board allowances.	Printing and Publishing 7,000 copies of School Act and Regulations.	TOTAL.
Money paid on Superintendent's Schedules.	£213 8 9	£438 2 6	£498 15 10	£1262 17 2	£362 8 3	£474 0 0	£60 0 0	£22,123 16 7

TABLE F.

Moneys granted on account of the undermentioned Educational Institutions for the Fiscal Year ending 31st October 1858, shewing from what sources derived.

			Legislative Grant.	Rent of Land.	TOTAL.
King's College—From the Crown,	£1,111	2 0	£1,100	0 0	£2,561 2 0
Collegiate School—King's College,	350	0 0	---	---	---
Madras Schools, ...	...	...	400	0 0	400 0 0
Wesleyan Academy, ...	...	...	600	0 0	600 0 0
Baptist Seminary, ...	...	...	250	0 0	250 0 0
Mill Town Academy, ...	...	...	200	0 0	200 0 0
Roman Catholic Schools—					
Fredericton, ...	...	...	150	0 0	...
Saint John, ...	...	...	150	0 0	...
Memramcook, ...	...	...	150	0 0	...
Saint Stephen, ...	...	...	100	0 0	...
Saint Andrews, ...	...	...	75	0 0	...
Carleton, ...	...	...	60	0 0	...
Chatham, ...	...	...	50	0 0	...
Woodstock, ...	...	...	37	10 0	...
Portland, ...	...	...	30	0 0	...
Bathurst, ...	...	...	22	10 0	825 0 0
Varley School, ...	...	...	100	0 0	100 0 0
Commercial and Collegiate School, Saint John, (to be apportioned,) ...	...	...	100	0 0	100 0 0
Infant School, Fredericton, ...	...	...	50	0 0	50 0 0
Poor School, do. ...	...	...	50	0 0	50 0 0
Two Free Schools, Saint John, under the Reverend G. Armstrong, ...	...	...	50	0 0	50 0 0
One Free School, Saint John, under the Reverend W. Armstrong, ...	...	...	17	10 0	17 10 0
Grammar Schools—					
Albert, ...	...	...	100	0 0	...
Carleton, ...	...	...	100	0 0	...
Charlotte, ...	...	...	100	0 0	...
Gloucester, ...	...	...	100	0 0	...
Kent, ...	...	...	100	0 0	...
King's, ...	...	...	100	0 0	...
Northumberland £150, Newcastle £50, ...	...	...	200	0 0	...
Queen's, ...	...	...	100	0 0	...
Restigouche, ...	...	...	100	0 0	...
Saint John, ...	...	...	150	0 0	50 0 0
Sunbury, ...	...	...	100	0 0	...
Victoria, ...	...	...	100	0 0	...
Westmorland, ...	...	...	100	0 0	1,450 0 0
Superior School, Sheffield, ...	...	...	50	0 0	...
Do. Chipman, ...	...	...	30	0 0	...
Do. Campbellton, ...	...	...	50	0 0	130 0 0
African School, Saint John, ...	...	...	75	0 0	75 0 0
Free School, Loch Lomond, ...	...	...	50	0 0	50 0 0
			£5,447	10 0	£400 0 0
					£6,958 12 0

TABLE G.
Number and Classification of Teachers licenced during the Year 1858.

	Trained Pupil Teachers.										Trained Teachers advanced upon re-examination.				Untrained Teachers.			Whole Number.		
	MALE.					FEMALE.					Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	
	Class.			Total.	Class.			Total.	Male.	Female.										Total.
	1	2	3		1	2	3				1	2	3							
Winter,	1	...	...	1	7	1	6	14	15	...	...	...	26	31	57	27	45	72
Spring,	...	3	2	5	12	8	6	26	31	...	1	...	16	18	34	21	44	65		
Summer,	2	4	4	10	9	3	8	20	30	3	...	...	...	...	...	10	20	30
Autumn,	...	3	...	3	5	4	6	15	18	...	...	...	2	6	8	5	21	26
Totals,	3	10	6	19	33	16	26	75	94	3	...	1	44	55	99	63	130	193		

NOTE.—The Licences to Untrained Teachers during the Year were, with three exceptions, granted upon the Certificates of the County Inspectors acting under the former Law.

PROVINCIAL PARISH SCHOOL BOOK ACCOUNT FOR 1858.

AGENTS.		Amount at debit of Agents on 31st Dec. '57.	Supplies, 1858, Chubb & Co.	Amount of Sales.	Commission and Expenses.	REMARKS.	Amount paid to Chief Super-Intendent.	Amount at debit of Agents, 31st Dec. '58.
Baird, W. T.	Woodstock,	£85 15 8	£26 2 6	.. ..	£2 8 10	.. ..	.. ..	£109 9 4½
Beek, Henry S.	Late of Fredericton,	1 0 3	.. ..	.. ..	.. ..	.. ..	.. ..	0 3
Beveridge, Benjamin	Ardover,	40 11 9	3 15 0	£12 0 0	1 4 0	.. ..	£10 16 0	32 6 9
Bonnell, W. F.	Gagetown,	23 0 10½	9 13 3	11 5 6	1 5 6	.. ..	10 0 0	21 8 7½
Calhoun, George "	Hopewell,	54 10 6	.. ..	.. ..	.. ..	To Stock from Inchary, 1856, £30 4 3½; Cash from do. 60s; Stock, 1856 & 1857, £37 2 6; by loss by fire, 1856, £2 16 3; by cash to late Superintendent, £15 8 8.	5 0 0	51 4 7
Clinch, Patrick	St. Andrews,	.. ..	6 16 9	.. ..	2 14 1	.. ..	.. ..	51 8 11
Colpitts, John b	Elgin,	54 8 11	.. ..	.. ..	.. ..	.. ..	3 9 1½	44 13 6
Foster, Samuel	Kingston,	48 9 10½	.. ..	3 16 4½	0 7 3	.. ..	26 12 6	21 13 8
Hill & Robinson,	St. Stephen,	29 12 3	22 1 3	29 19 10	3 7 4	{ By Stock to Mr. Pierce, £37 10 3; to S. R. Miller, £8 1s.	.. ..	69 1 4
Howe, Davis P.	Chatham,	115 1 7	.. ..	.. ..	.. ..	{ To Stock from Ker, 1855, £30 3 3; Supplies, 1855, £5 8s; by Stock to Mr. Clinch, 1856, £30 4 4½; Cash to do. 60s; Comm'n, £1 14 6; Bal. due, £9 12 4½.	.. ..	13 17 6
Johnston, Abraham b	Studholm,	13 17 6	.. ..	.. ..	.. ..	{ To Stock from Ker, 1855, £30 3 3; Supplies, 1855, £5 8s; by Stock to Mr. Clinch, 1856, £30 4 4½; Cash to do. 60s; Comm'n, £1 14 6; Bal. due, £9 12 4½.	.. ..	9 12 4½
Lochary, Neil	St. Andrews,	9 12 4½	.. ..	.. ..	.. ..	{ To Books of D. P. Howe, £3 1s; by Hooks to Pierce, 33s. 9d. This Agent supplied 1856 & 1857.	1 5 0	1 17 6
Miller, Robert T.	Douglastown,	3 5 0	.. ..	1 7 6	0 2 6	.. ..	11 9 10	86 14 6
Miller, Samuel R.	Fredericton,	42 0 3	39 12 6	12 15 4	1 5 6	.. ..	.. ..	31 8 6
McCurdy, J. O.	Moncton.	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	30 0 0
Napier, William	Gloucester,	30 19 3½	13 15 0	14 14 3½	3 11 3½	{ To Stock from D. P. Howe, £37 10 9; Books from S. R. Miller, 33s. 9d.	.. ..	39 13 0
Pierce, J. A.	Chatham,	.. ..	.. ..	.. ..	.. ..	.. ..	2 9 0	117 16 2
Robb, Alexander	Dorchester,	120 10 3½	.. ..	2 14 1½	0 5 1½	.. ..	8 10 7½	143 12 10½
Seargent, Moses	Newcastle,	164 11 8	.. ..	9 8 9½	0 18 2	{ By Hooks supplied to W. S. Smith, 1855, £11 10s.	.. ..	11 13 2
Seelye, A. Estate of	Oronoctu,	11 13 2½	.. ..	.. ..	.. ..	{ To Stock from Mr. Seargent, 1855, £11 10s; by Commission, 31s. 3d; Cash to late Superintendent, £3.	2 5 0	6 14 1½
Smith, W. S.	Dalhousie,	8 5 6½	.. ..	2 10 2	0 5 2	.. ..	2 10 0	10 18 10
Tayle, Anthony B.	St. George,	13 14 9	.. ..	2 15 11	0 5 11	.. ..	17 7 6	53 12 9
Wark, Robert	Richibucto,	50 12 6	22 11 3	19 11 0	2 3 6	.. ..	.. ..	.. ..
White, Gilbert	Belleisle,	6 17 6	.. ..	.. ..	.. ..	Said to have been settled in 1856.	.. ..	.. ..
		£928 11 6	£144 7 6	£122 18 10	£20 4 2		£112 17 7	£917 8 10

a This Account is subject to considerable revision. b Have written to this Agent, but as yet have received no reply. c This amount supposed to be lost to the Fund. Note.—For reasons before given, it is impossible to give any thing like an accurate statement of the real condition of this Fund; it is however, evident, that a large portion of the Assets and Balances set forth on page 92 of last year's Report will not be available to the Department. Several sums are lost by the failure of parties; others are disputed; and there is likewise a great deal of dead Stock in the hands of the Agents. The most careful enquiries into all the Accounts are being made, and the result, as soon as ascertained, will be submitted to the proper Audit.

FISHERIES ON THE RIVER SAINT LAWRENCE.

Communication from R. Nettle, Esquire, relative to the Fisheries, &c.

(Copy)

Office of the Superintendent of Fisheries, Lower Canada,
Quebec, 21st January, 1859.

The Honorable Provincial Secretary, &c. &c. &c., New Brunswick,

SIR,—I have the honor to transmit sundry documents relative to our Canadian Fisheries, which may perhaps prove useful as references.

Having lately made an official visit to the Restigouche, and as it is in part the boundary between the two Provinces, I would desire to ask, Would it not be advisable that the Salmon Fishery Laws of both places should be assimilated? A joint jurisdiction of the Magistracy, and other officials would, it appears to me, be very desirable, for it is a great evil that so valuable a River should be wantonly destroyed for want of a little judicious management.

By the accompanying papers you will perceive, that we are about to lease and license our Salmon Fisheries, not only because they will yield a revenue, but that by so doing, they will be protected and renovated.

I am aware that the Government of New Brunswick have appointed an Overseer or Warden for the protection of the Restigouche; but if I am correctly informed, the appointment is neutralized, from the fact that the salary is only to be paid when it is certified that the County Council have provided a like sum, and which I believe they object to do, the law not being compulsory.

No one will deny the necessity of some stringent measures if the Salmon Fisheries are to be preserved, nor is it enough only to enact laws; nor should the cost of protection be a charge upon the Revenue of the Province, at least, only for a short time.

You will pardon me if I venture to suggest the only true remedy: it is to lease and license the whole of the Salmon Fisheries, not only those that flow through Crown Domain, but all Nets that may be used; even though the charge for lease or license be only (for the first year or two) sufficient to meet the expense of an efficient protection.

It is obvious, that if by a proper protection a fishery be made to yield 100 barrels of fish, where without protection it yields but 50 barrels, the owner of the fishery being the party directly benefited, ought not only not to object, but ought to be glad to pay his portion towards the maintenance for such protection.

An earnest desire to see the Salmon Fisheries of both sections of country properly developed must be my apology for this long letter; and I beg to assure you that I shall be happy at all times to render any assistance in my power in the matter pertaining to my office.

I have the honor to be, Sir, your obedient humble servant,

(Signed)

RICHARD NETTLE,
Superintendent of Fisheries, L. C.

P. S.—The Tay Salmon Fisheries yield a revenue of upwards of £18,000 per annum. The River is a mere mill pond compared to the Restigouche. Several other Rivers yield from £1000 to £10,000 per annum.

Our Fishery Act will be *yet* amended the next Session.

Regulations for Salmon and Sea Trout Fisheries in Lower Canada.

CROWN LANDS DEPARTMENT—FISHERIES,

Toronto, 20th December, 1858.

Pursuant to certain provisions of the Statute 22nd Victoria, Chapter 86, the Governor General in Council has been pleased to adopt the following Regulations for Salmon and Sea-Trout Fisheries in Lower Canada.

By-Law A.—In agreement with the intent and meaning of the 4th and 7th Sections of the Fishery Act, it is hereby declared that, henceforth the Crown, for all practical purposes, resumes and re-enters formally into possession of all fishing stations for Salmon and Sea-Trout appertaining thereto, in Lower Canada, and that no claim by priority or by reason of past occupation of any of these places shall hereinafter exist, and that any party or parties continuing to occupy and use any net-fishery for Salmon or Sea-Trout without obtaining Lease or License therefor under authority from the Crown, shall, after previous notice, become liable to such pains and penalties as are imposed by the aforesaid Act,—saving, moreover, all other recourse in like cases provided by law.

B.—Neither stake-nets, drift-nets, gill-nets, float or stell-nets, scoop-nets, seines, weirs, nor other self-acting machine whatsoever, shall be used within the *course* of any river or stream frequented chiefly by Salmon and Sea-Trout, at a greater distance from the mouth thereof than the usual mark of tidal floods, or inside of such other actual limit as may be assigned in the field to each Estuary Holding by the Superintendent of Fisheries for Lower Canada, or by the Stipendiary Magistrate in charge of the Government Vessel for the protection of Fisheries.

C.—All nets, or other lawful appliances for the capture of Salmon and Sea-Trout, shall be placed within the estuary fishings at distances of not less than 200 yards apart, the interval so designated to mean along either side of the stream, and such measurement to leave the space clear from any net on one side to another net upon the opposite shore, without separate intermediate nets, or other device, being set anywhere therein.

D.—The Superintendent of Fisheries for Lower Canada, or the Stipendiary Magistrate in command of the Government Vessel for the protection of Fisheries, may prescribe, either by written or published instruction, or on sight, the open space between nets to be set in bays and elsewhere along the coast.

E.—At the outside of the chamber and in the pound of every set or stake-net for the capture of Salmon and Sea-Trout, there shall be maintained a flap or “door” at least ten inches square, which must be left open, affording free egress and passage to Salmon and Trout, from sundown on Saturdays until sunrise on Mondays.

F.—All other persons are forbidden to take fish of any kind, and in any manner within limits covered by Leases or Licenses from the Crown, except by special permission of the Lessees or Licentiates.

G.—The fishing for, taking, and killing of any Salmon or Sea-Trout by aid of torch-light or other artificial light, and by means of spears, harpoon (négog,) jigger-hooks, or grapnel, is hereby absolutely forbidden.

H.—Indians may, for their own bona fide use and consumption, fish for, catch or kill Salmon and Trout by such means as are next above prohibited during the months of May, June, and July, but only upon waters not then leased, licenced, or reserved by the Crown; provided always that each and every Indian thus exempted shall be at all times forbidden to sell, barter, or give away any Salmon and Trout so captured or killed in the manner hereinbefore described.

I.—The receipt, gift, purchase, sale, and possession by any person or persons other than Indians of any Salmon or Trout which may have been speared or taken as aforesaid, shall be punishable according to law; and every fish so found or had in violation of this Rule, shall become forfeited and disposable as the law directs.

J.—No fishing shall be allowed in any water set apart by the Crown for purposes of natural or artificial breeding of Salmon and Trout, except under express sanction from the Superintendent of Fisheries for Lower Canada.

K.

K.—Hereafter no slabs or edgings or other mill rubbish, shall be drifted awaste, or be suffered to drift awaste, into any Salmon and Sea-Trout Rivers or streams in Lower Canada.

L.—For any breach of the foregoing Regulations, the penalty attached shall be as declared in the 42nd Section of the Statute 22nd Victoria, Chapter 86.

The publication of the present Bye Laws in both the French and English languages in the Official Gazette, shall be sufficient notice to give legal effect.

P. M. VANKOUGHNET, *Commissioner.*

Crown Lands Department, Toronto, 14th January, 1859.

The Superintendent of Fisheries for Lower Canada is empowered to grant Season Licenses, covering a period from 1st May to 30th July in each year, for the exclusive occupation of inferior coast fishing stations for Salmon and Sea-Trout, on Crown properties situate upon the River Saint Lawrence and its Tributaries in Lower Canada, at discretionary rentals.

All persons desirous of obtaining License should make application to the Superintendent at Quebec, describing the locality and the extent of fishery limit required, also the rent offered for the use of such privileges thereupon.

P. M. VANKOUGHNET, *Commissioner.*

SALMON AND SEA-TROUT FISHERIES OF LOWER CANADA.

The following List includes the principal Salmon Rivers and Sea-Trout Streams which discharge into the Saint Lawrence and Saguenay Rivers, along the northeast or Labrador coast, between the Province boundary eastwards (Blanc Sablon), and the River Jacques Cartier, above Quebec; also those emptying upon the south or eastern shore of the Saint Lawrence, and others flowing easterly into the Bay of Chaleurs,—emphasising the Crown Rivers now open to public sale, and so mentioned in the accompanying advertisement.

In addition there are many other bay, cove and inlet stations along these extensive coasts, but which are disposable chiefly as sedentary Net-Fishings for Salmon and Trout.

The immediate expiry of the Lease of that vast Territory commonly known as "The King's Posts," opens up to public competition numerous valuable Coast Fisheries (such as Tadousac, Seven Islands, &c.), besides many famous Salmon Rivers and Sea-Trout Streams, and renders disposable certain Commodious Building Establishments long occupied as Fur Trading Posts, by the Honorable Hudson's Bay Company, at the mouths of the most important of these fine Rivers.

NAMES OF RIVERS.	REMARKS.
Esquimaux,	Fine Salmon River. Formerly yielding 52,500 Salmon each season.
Corkewetpeeche, Ste. Augustine, Sheep Bay, Little Meccatina,	Neighbouring stream. Contains steady run of Salmon. Well supplied with Salmon. Considerable size. Good Salmon fishery station. Discharges large body of water by several channels. Fine Salmon River.
Netagamu,	Large, deep stream. High Falls inside. Swarms of trout. Salmon ascending it only to the Falls.
Napetetepe, Etamamu, Coacocho, Romaine,	Empties into spacious bay. Abounds with Salmon. Celebrated for its Salmon fishery. Discharges into fine basin. Good Salmon river. Large, but shoal stream. Salmon abound. Is remarkable for a rare, beautiful, and flavorful quality of white or silver Trout.

<i>Musquarro,</i>	Bold, rapid river. Affords fine Salmon fishing with fly. Good net fishery station.
<i>Kegashka,</i>	Salmon abundant—steep rapids impeding their ascent.—Fishery in bay.
<i>Gt. Natashquan,</i> <i>Agwanish,</i>	Famous stream. Salmon of finest kind and numerous. Large stream. Good Salmon fishery location. (N. E. bound of "Lordship of Mingan.")
<i>Pashasheeboo,</i> <i>Mingan,</i>	Tolerable size. Fair fishery. Excellent net and fly fishing for Salmon. Pools always hold a heavy run of large fish.
<i>Manitou.</i>	Branch of the Mingan, equally good and well known.
<i>Saint John,</i>	Very large stream. Splendid Salmon fishery.
<i>Magpie,</i>	Tolerably good fishery for Salmon. Rapid little river.
<i>Saw Bill,</i>	Considerable stream. Chiefly net fishery.
<i>Manitou,</i>	Large—obstructed by perpendicular fall. At its mouth both Salmon and Trout resort.
<i>Moisic,</i>	Noted for numbers of weighty Salmon. Extensive and lucrative net fishery. Fine fly fishing.
<i>Ste. Marguerite, (en bas)</i> <i>Pentecost,</i>	Excellent river for Salmon and Trout. Full, swift stream, much frequented by Salmon. Stationary fisheries at the mouth.
<i>Trinity (Bay)</i> <i>Goodbout,</i>	Favorite river. Salmon and Trout fishing, for net and rod. Fine Salmon river, widely known as such. The net fishery in its tide water and adjacent bay is very productive.
<i>English,</i> <i>Bersimis,</i>	Empties into deep cove. Salmon fishery. Plenty of Trout. Immense stream, and has many tributaries. Scenery interesting. Abounds with largest sized Salmon. They do not affect the fly except on the waters of its branches.
<i>Nipimewecaw'nan,</i>	Tributary of Bersimis. Fairy like stream. Falls 9 miles inside. Exquisite fly fishing.
<i>Jeremie,</i>	Small. Trout only. For trading post, chiefly.
<i>Colombier,</i>	Good Salmon fishery.
<i>Plover,</i>	Do.
<i>Blanche,</i>	Do.
<i>Laval,</i>	Picturesque and wild river, alternating with gentle rapids and deep narrow pools. Besides valuable net fishery, it affords abundant Salmon and Trout fishing.
<i>Sault De Cochon,</i>	Steep falls hinder ascent of Salmon. Famous for Trout fishing along the estuary border.
<i>Portneuf,</i>	Pleasant stream to fish with fly. Up to the first falls swarms with Trout. For several miles higher up is frequented by Salmon. Net fishery station along the tide way.
<i>Grand Escoumain,</i>	Once famous for Salmon. Mill dam has now an artificial fishway. Fine net fishery for Salmon in bay.
<i>G. Bergeronne,</i>	Good Trout stream.
<i>L. Bergeronne,</i>	Fair Salmon and Trout river. (Both the Bergeronne Rivers are within few miles of Saguenay and Tadousac.)
<i>St. Margaret, (en haut)</i>	Large tributary of river Saguenay. Fine Salmon fishing for both net and fly.—Trout abundant.
<i>L. Saguenay,</i>	Considerable stream, affording tolerable rod and good net fishing. Mill dam inside, not in use.
<i>St. Johns, (en haut)</i>	Do.
<i>Black, or Salmon,</i>	Formerly good fishery.
<i>Murray,</i>	Flows down beautiful valley. Yields Salmon.
<i>Du Gouffre,</i>	Much deteriorated.
<i>Ste. Anne,</i>	Pretty river, and latterly has afforded fair Salmon fishing just below the chute.
<i>Montmorenci,</i>	Cataract at mouth. The upper water swarms with (river) Trout.
<i>Jacques Cartier,</i>	Excellent Salmon stream.

Du Sud,	Promises to become again a good Salmon river. Mill dam and fishway.
Ouelle,	Well stocked with Salmon. Mill dam broken up.
G. Mitis,	Large stream. Has dam.
Matanne,	Fine Salmon river. Dam, and Salmon pass in course of erection.
St. Ann,	Formerly good. Now few Salmon taken. Mill dam across.
Mount Louis,	Important stream. More noted of recent seasons for sea Trout than Salmon.
Magdelane,	Salmon river, clear.
Dartmouth,	First class stream, flowing into Gaspé basin. Abounds with Salmon.
York,	Do. do. do.
St. Johns, (<i>du sud</i>)	Do. do. do.
Grand,	Fine Salmon fishery. Mill above.
G. Pabos,	Salmon fishery. Superior station.
G. Bonaventure,	Large and valuable stream. Many tributaries. Abounding with Salmon.
Cascapediacs,	Both the little and great Cascapediacs yield high numbers of Salmon.
Nouvelle,	Good Salmon fishery in bay.
Matapediac,	Considerable magnitude, and abounds with Salmon.
Restigouche,	Noble river. Has fine tributary streams. Salmon frequent it in large numbers, and of heavy weight. Head of Bay Chaleurs.
Patapediac,	Branch of Restigouche. Salmon ascend it about 40 miles.
Mistouche,	Feeder of Restigouche. Salmon River.

ADDENDA.—Nearly all of the Rivers described in the foregoing Schedule are tidal streams, and most of them have stationary Salmon and Trout fisheries within the émbouchure, and at bays, coves and inlets on either sides. Those upon the north shore of the St. Lawrence descend out of wild, rocky and mountainous country.

Most of these streams, with their numerous tributaries, and the large lakes at the head of each branch, present every variety of River and Lake adapted to the breeding and feeding of fish.

Where there are mill dams it is specially so noted. None elsewhere.

The names of certain Rivers at present advertised for sale are printed in italics.

The True Salmon (*Salmo Solar*,) and the Tide Trout (*Salmo Trutta Marina*,) are herein mentioned.

The Grand Trunk Railway, now in operation to St. Thomas, will be opened next autumn to River du Loup, 110 miles below Quebec. Passenger steamboats ply between Quebec and the Saguenay.

Synopsis of the Laws and By-Laws now in force in Lower Canada, having especial reference to the preservation and regulation of Salmon and Trout Fisheries.

ACT 22ND VICTORIA, CHAPTER 86.

Section 4. The Governor in Council to grant special Fishing Leases and Licences; and make all needful or expedient regulations for management and disposal of Fisheries.

5. General Superintendent and Local Overseers to be appointed, and paid by the Government, for each Province.

8. The Government may set apart any waters for natural or artificial propagation of Salmon and Trout.

24. The open season for Salmon fishery limited betwixt 1st March and 1st August. Fly surface fishing extended to 1st September. Exception in procuring spawn for scientific purposes.

25. Spawning pools of Salmon protected against all fishing.

26. Nets and fishing apparatus shall not obstruct the main channel or course of any river; and such channel or course shall be at least one third of the whole breadth of a river.

27. Owners of dams must attach fishways thereto.

28. All parties concerned in breach of 24th Section, become liable to fine or imprisonment.

29. The meshes of Salmon nets must measure five inches in extension from knot to knot.

31. Trout fishing illegal between 20th October and 1st February.

33. Netting for Trout in any Lake or Stream prohibited, except upon the River St. Lawrence.

36. Purchase, sale, or possession, during prohibited seasons, of any Salmon or Trout, made a punishable offence.

REGULATIONS UNDER ORDER IN COUNCIL.

By-Law A.—Parties forbidden to occupy Salmon or Sea Trout fishery stations without Lease or License from the Crown.

B.—The use of nets confined to the brackish waters within the estuary tide-way; and forbidden upon the fresh water stream above confluence of tide.

C.—All nets, &c., to be set no less than 200 yards apart.

E.—No other fishing whatever allowed over limits covered by exclusive Leases or Licenses from the Crown, except by express consent of lessees or licentiates.

F.—Prohibits capture of Salmon or Sea Trout by torchlight, and with leister or spear.

H.—The receipt, gift, purchase, sale and possession of speared Salmon or Trout declared illegal.

J.—No mill rubbish to be drifted awaste in any Salmon or Sea-Trout river.

Appropriate penalties of fine or imprisonment, with forfeiture of materials and fish, are provided by law for the contravention of the several preceding Sections and By-Laws.

Also, effective and summary modes of proceeding are laid down for recovery of the same.

*Crown Lands Department, Fisheries,
Toronto, December, 1858.*

SEAT OF GOVERNMENT.

Report of Commissioners appointed to enquire into expense of removing the Seat of Government.

Fredericton, 2nd March, 1859.

SIR,—Having been appointed by His Excellency the Lieutenant Governor, under date of 27th September last, as Commissioners “to enquire into and make an estimate of the probable expense which would be incurred in removing the present Seat of Government to Saint John, and to report on the same,” we have the honor to state, for the information of His Excellency the Lieutenant Governor, that we have attended to that duty, and after duly considering the various circumstances brought under our consideration in the course of our enquiries, we are of opinion, that a Building for the Legislative Halls, Supreme Court, Committee Rooms, Crown Land Offices, Secretary’s Offices, Office for the Clerk of the Pleas, Legislative Library, Office for His Excellency the Lieutenant Governor, Auditor’s Office, and the Receiver General’s Office, together with the necessary accommodation for fuel and so forth, can be erected at a cost of from £25,000 to £30,000, exclusive of the ground, and that ground can be had in eligible situations at a cost of from £4,000 to £10,000, according to extent and locality.

We are also of opinion, and beg to report, that a suitable Residence for the Lieutenant Governor of the Province can be built and finished at a cost of from £10,000 to £12,000, including the necessary Out-Buildings and Offices, in a desirable situation at a convenient distance from the City, exclusive of the cost of Land, and that sufficient ground can be procured for the purpose at a cost of £2,000 to £5,000, depending upon the extent of ground required and the situation that may be selected.

The above Estimates may be considered as the two extremes.

Supposing that the Corporation of Saint John will provide ground for the Building for the Legislature and Public Offices in a suitable situation, then the expense of the Building only would have to be estimated.

Taking the lowest Estimates, including the cost of Land for both Buildings, the result will appear as follows, viz:—

Cost of Building for Legislative Halls,	£25,000	0	0
Cost of Ground,	4,000	0	0
		£29,000	0 0
Cost for Government House,	£10,000	0	0
Cost of Ground for ditto,	2,000	0	0
		12,000	0 0
Total, ...		£41,000	0 0

The highest Estimate will be as follows:—

Legislative Halls, &c.	£30,000	0	0
Grounds,	10,000	0	0
		£40,000	0 0
Government House,	£12,000	0	0
Grounds,	5,000	0	0
		17,000	0 0
Total, ...		£57,000	0 0

The mean of these Estimates is £49,000, and the addition of the cost of excavating the Foundations, enclosing and improving the Grounds, and additional Furniture for the Legislative Halls, &c. say £10,000, will make £59,000, or in round numbers, £60,000, which may be taken as a very safe Estimate.

The above Estimates are made upon the basis of the selection of suitable Sites on the eastern side of the Harbour, and upon Buildings not only convenient but ornamental.

Should the Corporation of the City of Saint John furnish a suitable site for the Legislative Buildings, the result would be as follows:—

Lowest Estimate,	....	....	£41,000	0	0
Less cost of Ground,	....	....	4,000	0	0
					<u>£37,000</u> 0 0
Highest Estimate,	....	....	£57,000	0	0
Less cost of Ground,	....	....	10,000	0	0
					<u>£47,000</u> 0 0
The mean of these will be	....	....	£42,000	0	0
Adding to this the allowance for excavations, enclosing and improving the Grounds, as before,				10,000	0 0
Would make the whole cost,	....	....	£52,000	0	0

On the western side of the Harbour there are several sites equally convenient to the City, and presenting considerable advantages over those to be found on the eastern side, and to be had at less cost, but we do not deem it necessary to alter these Estimates, considering them applicable to either side of the Harbour, under the impression that the difference in the cost of Land in favor of the western side, would not do much more than meet the additional expense of conveying the materials to the ground.

We have also to submit herewith, an offer of the Building now in part occupied by the Customs and Treasury Department, for the sum of £20,000; to which is to be added the expense of altering the present internal arrangement, and finishing the same so as to make it suitable for the purposes of the Government, say about £8,000, making the cost £28,000; also an offer to rent the two Stories of this Building, below the level of Prince William Street, for £500 per annum for ten years. Adding to this the rent now paid by the Province for the Customs and Treasury Offices, £300, will make a direct saving of £800 per annum, equal to the principal of £13,333 6 8, thus leaving to the Province an outlay of £14,666 13 4, so far as relates to this Building.

We would remark, that this property, in point of economy, presents advantages over either of the preceding Estimates, as it is large enough to afford all the accommodation required for the Customs and Treasury Departments, in addition to the other Public Offices; but looking to the future of the Province, and to the locality of the Buildings, without any available ground except that on which the Building stands, it will be a question for the Legislature to decide whether the situation is in every respect desirable.

We spent some time in visiting and examining several localities on both sides of the River, but as our duties are confined to the estimate of the cost of removing the present Seat of Government, we do not feel justified in recommending any particular situation.

After mature deliberation, we deemed it prudent to advertise in the public papers for Tenders from parties having Properties suitable for the purposes of the Government, and we beg to submit herewith a copy of the Advertisement, together with the several Communications received.

We have also to submit Plans of the proposed Buildings, together with an offer to construct the Government House for the sum of £10,000, and the Province Building for £25,000, according to design No. 1 of these Plans, which it may be here observed is calculated to accommodate seventy five Members in the Legislative Council Chamber and one hundred and fifty Members in the House of Assembly; and we beg to state, that it is with reference to these Plans, and the explanations of the Architect, and some other calculations submitted to us, that we have arrived at the conclusions already presented in this Report.

In conclusion, we beg to remark, that if the Governor's House is to be newly furnished, the cost of this, and expense incident to the removal of the Offices, may amount to some £3,000 or £4,000 in addition; against this however is to be placed the value of the present Furniture, and also the proceeds of the sale of the Public Grounds and erections at Fredericton, which we believe would more than meet this latter expense.

We have the honor to be, Sir, your most obedient servants,

(Signed)

JOHN ROBERTSON.
GEORGE W. PORTER,
WILLIAM S. CAIE.

The Hon. S. L. Tilley, Prov. Secretary, &c. &c. &c.

Letter from Thomas Murray, Esquire, one of the Commissioners, stating his reasons for dissenting from the foregoing Report.

(Copy.)

Fredericton, 2nd March, 1859.

SIR,—The Commissioners appointed to estimate and report the probable expense of removing the Seat of Government to Saint John, agreed that I, as one of the Commissioners, should have an opportunity of stating my grounds of declining to accede to or sign the Report; and I avail myself of the present occasion to submit for the consideration of His Excellency the Lieutenant Governor, the reasons which have actuated me.

I do not concur in the Report, because—

1st. The plans on which the estimates specified in the Report are founded, do not exhibit the accommodation which would be required for the present, much less the future convenience of the Legislative Bodies, (particularly in regard to Committee Rooms,) the Departments and Offices to be removed from Fredericton, nor the extensive and expensive fire-proof vaults and rooms at present in use in the latter, and necessary for the preservation of the important records to be deposited in them.

2nd. The estimate of the expense of the Buildings, agreeably even to the defective plans submitted with the Report, is vague, and is founded on no specification of architectural external or internal finish; the meanest indeed may be inferred from the acknowledgment of the Architect, that the outside masonry was to be of rubble work, and the internal plaster and wood work without mouldings; and all precedent justifies me in being of opinion, that even on the limited scale contemplated in the Plans and Report, the expense would greatly exceed the highest amount which has been specified.

3rd. I am of opinion that in submitting any estimate whatever, founded on a mere supposition that the Citizens of Saint John would present to the Province without valuable consideration, an eligible site for the Legislative and Departmental Buildings, the Report makes an unauthorized and gratuitous suggestion, which may be used as a powerful means of deceptive and unintelligent argument for the removal of the Seat of Government.

4th. The Report and Plans present such cheap estimates and accommodations, as are calculated to lead to a hasty or inconsiderate popular pressure for the adoption of a most important public measure, which it was the intention of the Legislature to avoid, by authorizing the appointment of Commissioners, with sufficient powers and opportunity to procure *examined* plans and specifications and tenders, which, if not actually obligatory, would involve at least professional reputation in testimony of their sufficiency and accuracy.

I have, &c.

(Signed)

THOMAS MURRAY.

The Hon. S. L. Tilley, Provincial Secretary.

LAZARETTO.

ANNUAL REPORT ON TRACADIE LAZARETTO, 1858.

Miramichi, November 8, 1858.

SIR,—I beg leave to report for the information of His Excellency the Lieutenant Governor, that since my report of the 18th November last, five of the patients have died, three new cases have been admitted, and there are now remaining in Hospital nineteen, eleven males and eight females.

The Account with vouchers has been sent to the Auditor General, shewing an expenditure during the past year of £689 2 9. This expenditure includes a stock of provisions and other necessaries which will last until next June, except firewood, beef, and some other articles contracted for on the 4th instant, which will amount to about £125 more. The expenditure of the past year appears in excess of the previous year, but this is owing to the salary of the Medical Officer having been paid by the Board, in place of being paid by the Government as heretofore. On the 1st March last, the Provincial Secretary directed me to pay the amount due Doctor Gordon up to the end of October 1857, £60; and I have also paid him for his services to the 31st of October 1858, and this made an addition of £120, besides £10 2 6 for medicine, in all £130 2s. 6d., so that in the whole the expenditure is actually £58 11 9 less than last year; and as the patients appear to be gradually decreasing, the expense will of course decrease also, and it will require about £625 to meet the liabilities of the current year, including the salary of the Medical Officer.

I have the honor to be, Sir, your most obedient servant,

JAS. DAVIDSON,

Secretary and Treasurer to the Board of Health.

Hon. S. L. Tilley, Provincial Secretary, &c. Fredericton.

APPOINTMENTS TO OFFICE IN KENT.

List of Persons appointed to Office in Kent County since 1st March 1857.

1857.	
25th March,	Isaac Sowerby, Lawrence M'Laren, Albert B. Smith, James Barns, James Girvan, Terrence Curran, Mordaunt S. Levy, John Jardine, Junr. and John Robertson, Esquires, Justices of the Peace.
23rd June,	Edward Robson, Auctioneer.
11th Aug.	William Hamilton, Do.
1st Sept.	John L. Dwyer, Do.
20th Oct.	William Raymond, Do.
28th Nov.	Charles J. Sayre, Notary Public.
1858.	
19th March,	William J. Keswick, Auctioneer.
" "	John Andrew, Do.
17th May,	Henry Livingston, Deputy Treasurer and Controller at Richibucto.
16th June,	John Bowser, Lestook P. W. DesBrisay, and Thomas Bliss, Esquires, Justices of the Common Pleas.
4th June,	Charles J. Sayre, Esquire, Clerk of the Peace, &c. &c. Do. do. Register of Probates.

Secretary's Office, 22nd February 1859.

PUBLIC PRINTING.

Statement of Expense incurred for Public Printing from 1st November 1857, to 31st October 1858, by what Establishments, and for what Departments.

ROYAL GAZETTE OFFICE.

For the Government,					By Vote,	£705	4	2
Legislature,					Do.	1,419	9	11
Board of Education,					Do.	222	7	9
Auditor General,					Do.	179	18	9
Board of Works,					Do.	74	10	8
Provincial Secretary,					Do.	52	5	0
General Post Office,					By Law,	20	0	0
Advertising Land and Timber Sales, and "Royal Gazettes" to Magistrates, &c.					By Executive,	175	4	5
						£2,849	0	8

GLOBE.

Advertising Land and Timber Sales,					By Executive,	£50	1	2
General Post Office,					By Law,	38	16	9
Railway Board,					Do.	2	6	4
						£91	4	3

REPORTER.

Advertising Land and Timber Sales,					By Executive,	£95	8	1
Board of Education, ...					Do.	60	0	0
Board of Works,					By Law,	5	8	8
Post Office,					Do.	1	1	9
						£161	18	6

MORNING NEWS.

Advertising Land and Timber Sales,					By Executive,	£114	7	0
General Post Office,					By Law,	35	8	0
Board of Works,					By Vote,	5	6	6
						£155	1	6

LEADER.

Advertising Land and Timber Sales,					By Executive,	£78	15	10
General Post Office, ...					By Law,	45	18	1
Board of Works,					Do.	4	12	0
Railway Board,					Do.	1	14	3
						£131	0	2

CARLETON SENTINEL.

Advertising Land and Timber Sales,					By Executive,	£61	11	1
General Post Office,					By Law,	6	10	6
Board of Works,					Do.	1	10	0
Railway Board,					Do.	1	7	3
						£70	8	10

ST. CROIX HERALD.

Advertising Land and Timber Sales,	By Executive,	£53 9 9
General Post Office,	By Law,	9 19 9
Board of Works,	Do.	0 17 6
		<u>£64 7 0</u>

W. L. AVERY.

Railway Board,	By Law,	<u>£60 19 6</u>
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H. CHUBB & CO.

Advertising Land and Timber Sales,	By Executive,	£36 13 0
General Post Office,	By Law,	10 7 0
Controller of Customs,	Do.	6 11 6
Board of Works,	Do.	1 18 9
		<u>£55 10 3</u>

GLEANER.

Advertising Land and Timber Sales,	By Executive,	£32 2 0
General Post Office,	By Law,	10 7 6
Railway Board,	Do.	2 10 0
Provincial Treasurer,	Do.	0 11 3
		<u>£45 10 9</u>

TEMPERANCE TELEGRAPH.

Advertising Land and Timber Sales,	By Executive,	£32 14 9
General Post Office,	By Law,	7 4 3
Railway Board,	Do.	2 8 6
Board of Works,	Do.	0 15 0
		<u>£43 2 6</u>

G. W. DAY.

Railway Board,	By Law,	£16 14 6
General Post Office,	Do.	14 8 9
Board of Works,	Do.	4 10 3
Advertising Land and Timber Sales,	By Executive,	1 0 0
		<u>£36 13 6</u>

WESTMORLAND TIMES.

Advertising Land and Timber Sales,	By Executive,	£17 11 10
Railway Board,	By Law,	11 8 6
General Post Office,	Do.	1 0 6
		<u>£30 0 10</u>

J. & A. M'MILLAN.

Railway Board,	By Law,	<u>£27 5 9</u>
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COLONIAL TIMES.

Advertising Land and Timber Sales,	By Executive,	£24 8 8
Provincial Treasury,	By Law,	0 15 0
		<u>£25 3 8</u>

NEW BRUNSWICKER.

Provincial Treasury,	By Law,	<u>£19 6 0</u>
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FREEMAN.						
Provincial Treasury,	By Law,	<u>£13 10 0</u>
WOODSTOCK JOURNAL.						
Advertising Land and Timber Sales,	By Executive,	£5 5 3
Legislature,	By Vote,	5 5 0
						<u>£10 10 3</u>
ST. ANDREWS STANDARD.						
General Post Office,	By Law,	<u>£10 1 8</u>
WESTERN RECORDER.						
General Post Office,	By Law,	£4 13 0
Railway Board,	Do.	2 0 0
						<u>£6 13 0</u>
J. A. HAVEN—AMERICAN RAILWAY TIMES.						
Railway Board,	By Law,	<u>£5 5 0</u>
D. KINNEAR & CO.—MONTREAL HERALD.						
Railway Board,	By Law,	<u>£4 18 7</u>
J. B. COOPER.						
Railway Board,	By Law,	<u>£4 3 4</u>
H. SCHULLY & CO.						
Railway Board,	By Law,	<u>£3 0 0</u>
G. T. HAYWARD.						
Railway Board,	By Law,	<u>£1 10 0</u>
Total,						.... £3,926 5 6

Add—		
Reporting and Publishing Assembly Debates of 1858 by Contract—		
Ross Woodrow,	(in English,)	£410 10 0
James Hogg,	(in French,)	206 0 0
		<u>£616 10 0</u>

J. R. PARTELOW, *Auditor General.*

Office of Audit, March 16th, 1859.

PORTLAND POLICE.

Receipts and Expenditure of Portland Police Establishment for 1858.

1858.		DR.					
January	2,	To Police Wages, and Magistrate,	....	....	£79	16	0
	7,	Gas for Street Lamps, 3 quarters,	....	....	59	2	1
February	1,	Police Wages, and Magistrate,	....	....	66	10	8
March	3,	“ “	....	....	67	15	4
April	1,	“ “	....	....	68	2	8
	29,	“ “	....	....	65	16	8
June	1,	“ “	....	....	67	13	8
July	1,	“ “	....	....	69	8	2
August	4,	“ “	....	....	69	5	0
Sept.	2,	“ “	....	....	61	2	7
	2,	Chubb & Co. for Stationery,	....	....	9	8	10
October	4,	Police Wages, and Magistrate,	....	....	63	8	0
	30,	Rent of Police Office,	....	....	18	0	0
Nov.	2,	Police Wages, and Magistrate,	....	....	59	7	8
	5,	Gas for Street Lamps to August 1,	....	....	61	17	6
Dec.	6,	Police Wages, and Magistrate,	....	....	58	18	6
	31,	Balance to new Account,	....	....	63	12	10
					£1,009 6 2		
					£1,009 6 2		
1857.		CR.					
Dec.	31,	By Balance from old Account,	....	....	£118	17	3
1858.							
January	2,	Fines, &c. at Police Court,	....	....	18	3	3
	5,	Taxes per Collector,	....	....	100	0	0
February	1,	Fines, &c.,	....	....	13	0	6
	1,	Arrears of Taxes, 1856,	....	....	53	10	2
March	3,	Fines, &c.,	....	....	10	0	0
	6,	Taxes per Collector,	....	....	100	0	0
	31,	“ “	....	....	35	0	0
April	1,	Fines, &c.,	....	....	21	11	2
	29,	“ “	....	....	25	9	4
	29,	Arrears of Taxes,	....	....	26	7	11
June	1,	Fines, &c.,	....	....	20	0	0
	29,	Taxes per Collector,	....	....	50	0	0
July	1,	Fines, &c.,	....	....	18	0	0
August	3,	Taxes per Collector,	....	....	50	0	0
	3,	Fines, &c.,	....	....	20	0	0
Sept.	2,	“ “	....	....	15	0	0
October	4,	“ “	....	....	24	10	0
	4,	Taxes per Collector,	....	....	50	0	0
Nov.	2,	“ “	....	....	100	0	0
	2,	Fines, &c.,	....	....	24	16	7
Dec.	1,	“ “	....	....	15	0	0
	4,	Taxes per Collector,	....	....	100	0	0
					£1,009 6 2		
					£1,009 6 2		

I, John Duncan, one of the Commissioners of Police for the Parish of Portland, do swear that the above is a true and correct statement of the Receipts and Expenditure of that Establishment for the year 1858, to the best of my knowledge and belief.

JOHN DUNCAN.

Sworn to before me this 8th January, 1859.

ROBERT W. CROOKSHANK, J. P.

PROVINCIAL LUNATIC ASYLUM.

REPORT FROM COMMISSIONERS FOR YEAR 1858.

To His Excellency the Hon. John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

The Commissioners of the Provincial Lunatic Asylum respectfully forward to Your Excellency their Annual Report of Expenditure and Receipts for the year ending 31st October 1858, by which it appears the aggregate expenditure of the Institution was considerably less than in the year 1857, though the number of Patients was greater.

The gross expenditure from the 1st November 1857 to 31st October 1858, was £4,739 5 8, and the Farm produce used at the Asylum was valued at £284 2s. making the aggregate expenditure £5,023 7 8.

The receipts for the same period were, from the Provincial Treasury £4000, from the friends of paying Patients, £699 13 4, for supplies to Patients, £10 14 6, and for produce, &c. sold, £5 17 8, to which add the Farm produce, estimated at £284 2s. makes the aggregate receipts, £5000 7 6.

The balance due the Commissioners on the Receipts and Expenditure is £23 0 2, and the balance due the Commissioners for the year ending 31st October 1857, was £53 17 3, shewing the sum of £76 17 5 due to the Commissioners 31st October 1858.

The receipts from the friends of paying Patients have considerably fallen (£218 10s. 6d.) short of that of the previous year, these payments being mostly voluntary, as the greater part of this class of patients are committed under the Magisterial Warrant.

The amount due for the support of patients whose friends are or were considered by the Commissioners able to pay, now appears by the Books to be £1,524, of which about £534 may be collected.

The comparative expenditure for 1858 with 1857 appears under the head of—

Food for 1858,	...	....	....	£2,056	16	2	For 1857,	£2,149	14	2
Clothing, do.	....	....	....	404	5	2	....	465	7	1
Furniture and Furnishing,	....	....	....	207	0	0	....	239	18	10
Officers, Keepers, &c.	....	....	....	1,155	18	11	....	1,135	11	7
Fuel,	....	....	....	239	8	5	....	318	13	3
Farm Expenses, Fodder, &c.	....	....	....	188	0	7	....	195	17	5
Repairs,	....	....	....	274	13	10	....	351	16	8
Insurance for 1858,	....	....	....	46	15	0	....	46	15	0
Articles not classed,	....	....	....	168	7	7	....	200	13	4
Value of Farm produce,	....	....	....	284	2	0	....	269	19	0

The aggregate charges upon the maintenance appears to be £350 18 8 less for the year 1858 than for the year 1857.

The whole number of Patients in the Asylum for the year 1858 was 236, and for the year 1857, 227.

The average number of Patients for the year 1858 was 155, and 149 for the year 1857.

The average cost on the aggregate expenditure in 1858, was £32 12 4 for each Patient.

The Commissioners endeavour strictly to enforce economical management that does not interfere with what is required for the treatment and comfort of the Patients in the present unfinished arrangements of the Institution, and the Commissioners beg leave to remark, that the furnishing being only progressive, as absolutely required, a considerable charge necessarily appears on the Maintenance Expenditure every year for this purpose, and the Account is also heavily burthened with a charge for clothing the pauper Patients.

The

The Commissioners beg leave to refer to their former Reports on the unsafe and imperfect mode of warming the Asylum, and the necessity of having the Building completed according to the original design, for the accommodation of the increasing number of Patients.

Until the Buildings are completed the due classification of the Patients cannot be carried out, nor the overcrowding of some of the Wards be avoided; and without a sufficient warming apparatus the several halls and sleeping apartments cannot be kept at a temperature fit for the Patients, many of whom are feeble and emaciated, and in order in some degree to obviate this want and inconvenience, extra quantities of clothing and bedding have to be furnished at a great and increasing annual expense.

The Commissioners cannot place the estimated expenditure for the year 1859 under £4000, and a further sum of £500 should be appropriated for repairs.

A considerable expense must be incurred for fencing, that on the Saint Andrews Road, and particularly on the road leading to the Canal Mills, is altogether insufficient for the safety of the inmates and protection of the crops, &c., requiring thorough repairs, and the fencing on the eastern boundary running to the Suspension Bridge is equally dilapidated and unsafe.

In forwarding to Your Excellency the Superintendent's Annual Report, which embraces many essential suggestions for the improvement of the Institution, in which the Commissioners fully concur, they have much satisfaction to express their continued confidence in the discreet management of Dr. Waddell, and in his zeal and ability in the treatment of the Insane.

The Commissioners also acknowledge and appreciate the continued gratuitous services of the Reverend William Scovil, Chaplain to the Asylum.

All of which is respectfully submitted.

JOHN WARD,
JOHN DUNCAN,
PETER BESNARD,
WM. OLIVE,
ROBERT F. HAZEN,
J. SIMPSON,
L. A. WILMOT.

REPORT OF THE MEDICAL SUPERINTENDENT.

On the 31st October 1857, the date of last Report, there were one hundred and forty nine patients on the record, eighty nine males and sixty females. During this year there have been admitted eighty seven, fifty four males and thirty three females. The total number under treatment has been two hundred and thirty six, one hundred and forty three males and ninety three females. The result of treatment is, thirty seven have been discharged recovered, twenty seven men, and ten women; eight much improved, four of each, male and female; and ten improved, seven males and three females; and twenty six have died, seventeen men, and nine women; and there remain in the Institution one hundred and fifty five, eighty eight men, and sixty seven women.

Of those discharged recovered, eight were cases of delirium tremens.

The cause of death in seven was pulmonary disease, six tubercle, and one abscess; in five, chronic disease of brain; in four, exhaustion; in two, each, apoplexy, epilepsy, general paralysis, and dysentery; and, in one each, diarrhœa and old age.

Ten of those who died were removed by their friends, ten were buried by the Chaplain, and six by Clergymen of other denominations.

Expensive benevolent institutions in a new country must necessarily be slow in development; and while those which have no existence are being brought into life, those in operation are often burdened with inmates that under different circumstances would be otherwise provided for. Were there, for example, a general Hospital in this City, (as it is abundantly manifest there should be) many persons sent here in an exhausted and dying state, would be sent there; and were the arrangements for the Parish poor throughout the Province all that they ought to be, and the law so amended

amended that the harmless imbecile and the delirious might be excluded from this establishment, then our tables of mortality would exhibit a more correct per centage on insanity; but, as it is, in the absence of other Institutions, and especially as the law is at present, this Asylum will be necessitated more or less to exercise the functions of a general Hospital on the one hand, and of an Alms House on the other. Owing to these disadvantages, and to others referred to in my Report for 1855, it will be easy to understand that the mortality of this Institution must necessarily be higher than it would be were its operations confined to its own legitimate purpose.

The annual average of patients has been one hundred and fifty four. The greatest number at any one time, (April 8th,) was one hundred and sixty one, and the smallest number at any one time, 27th May, was one hundred and fifty.

Of the one hundred and fifty five remaining on the record, one is recovered, forty nine are improved, and one hundred and five are unimproved.

Table shewing the movements of Patients in the Provincial Lunatic Asylum from its opening, 12th December 1848, to the end of the present Fiscal Year, 31st October 1858.

Year.	Old Cases.	Received in Year.	Total.	Discharged.	Died.	Remaining.	Average.
1848,	0	92	92	0	1	91	—
1849,	91	48	139	36	11	92	94
1850,	92	59	151	52	3	96	94
1851,	96	67	163	48	16	99	104
1852,	99	88	187	39	16	132	117
1853,	132	92	224	75	22	127	129
1854,	127	108	235	78	26	131	133
1855,	131	101	232	69	20	143	141
1856,	143	81	224	55	19	150	150
1857,	150	77	227	54	24	149	151
1858.	149	87	236	55	26	155	154

NOTE.—Ninety of these were received from Provisional Asylum 12th December, and two admitted between that date and end of year.

In 1853, I reported the completion of the south wing. Every year since, in my annual Reports, I have referred to the necessity of completing the north wing, and have urged it on the grounds of the crowded state of our wards, and the great difficulty in properly classifying. In reference to this important subject I have been fully sustained from time to time by yourselves, and, now, by the Commissioners appointed by the Government to enquire into the management of this Institution, with others, who reported in March last, they say—

“Its present condition, although as comfortable as it can be made under the circumstances, has excited our deepest solicitude. The existing accommodations are not sufficiently extensive; the patients are overcrowded; there is not room enough for proper classification. We feel bound to say that the Institution requires to be enlarged to the extent of the original design. The increased accommodation is absolutely necessary for the proper treatment and comfort and improvement of the patients. We urge that early arrangements be made to complete it. In urging this so earnestly we are influenced only by a sense of duty. We have carefully examined the circumstances and condition of the Institution, and we feel that justice to a class of our fellow beings who are suffering under the heaviest calamity to which humanity is subject, requires that the enlarged accommodations shall be furnished with as little delay as possible.”

Of heating, on which so much has been said in our Reports for a number of years, the same Commissioners in the Report referred to, remark—

“The arrangements for heating are inadequate, and even dangerous. One portion of the patients, the more violent and disturbed, are much exposed during the extreme cold weather, and the inconvenience is felt by all classes. Proper heating arrangements would also very much lessen the expense of fuel. But on this subject there are considerations of justice and humanity besides those of health and economy which strongly impress our minds.”

I trust that this expression of opinion from these gentlemen, will give additional weight to our representations on these vital points, and induce the Government to make

make early arrangements to complete the building, and to introduce satisfactory heating apparatus.

The Carleton Water Works being now so far complete as to be in a position to supply the Institution with water, it is sincerely hoped that arrangements may be completed in the Spring to enable us to avail ourselves of so indispensable a necessary. This I deem it my duty to press on the two-fold grounds of health to the inmates and protection from fire.

Furniture is deficient in many parts of the building, but in the Wards appropriated to the better classes it is particularly needed. To supply this deficiency an appropriation is urgently required.

Part of the fence immediately around the Institution enclosing the garden and grounds requires to be renewed. That patients may be guarded against intrusion from without, and at the same time kept from wandering beyond proper bounds, renders this work absolutely necessary.

A fence at the north wing to enclose a yard for the use of patients, corresponding with that attached to the south wing, is very much required in lieu of the present one which is decayed and insecure, while the enclosure itself is too small, and in connection with this an awning to protect patients from summer sun and winter storms would largely promote health and comfort.

In asking again for further provision for the wants of the Insane, I would desire that the subject should be regarded in its individual bearing. Any man may require to avail himself of the advantages this Institution may afford, and to indulge the idea, which I fear to some extent prevails, that money expended in this service is solely for the benefit of the poor, would be erroneous. Every person, rich or poor, is individually interested; and it is in this wide sphere of the operations of a Provincial Hospital for the Insane, embracing as it does the most delicate interests of the entire population of the Province, which places its claims for development and support superior to all benevolent Institutions possessing only a sectional influence.

The Farm, the Garden, Grounds and Out-houses, are all improved and now in a highly satisfactory state.

Sabbath day religious services have been conducted, as usual, with the accustomed good effect. The Chaplain, in discharge of these and other duties connected with his department, has continued to exhibit his self-sacrificing disposition in doing good.

Doctor Henry Ward, of Carleton, has during the year kindly attended to my professional duties in my absence, and occasionally, assisted in consultation.

The "Christian Visitor," "Church Witness," "Religious Intelligencer," "Presbyterian Witness," "Courier," and "Colonial Presbyterian," have been gratuitously continued, and thanks are hereby tendered to the several Proprietors.

There is nothing of a special character to report. The business of the Institution has been conducted in the usual manner and with ordinary success. There is ample evidence that we have done much good, and that more might have been accomplished with greater facilities, I think, there can be but little doubt. The patients generally have enjoyed the utmost freedom, consistent with safety to themselves and others, and many of them have continued to possess the great advantage of labouring at some useful occupation in the open air. To this cause, I attribute, in a great measure, the quiet and good order which so generally prevail.

The Commissioners and their Secretary have afforded me their usual assistance, and have done what they could with the means at their disposal to promote the comfort of the inmates; and the resident officers, and others, on whom the principal labour devolves in the daily conduct of the business of the Institution, have performed their duty, in their various departments, in a manner very praiseworthy. Without such assistance and co-operation it would be difficult to succeed, and there is no duty that devolves upon me that I discharge with greater pleasure than acknowledging these obligations.

With a grateful heart for mercies vouchsafed in our experience in the past, I again commend the Institution for the future, to the gracious care of an ever watchful Providence, and respectfully submit my annual Report.

JOHN WADDELL, M. D.

Brief Statement of Patients in the Provincial Lunatic Asylum Year ending 31st October 1858.

	Number and Sex of Patients.			Remaining recovered.		RESULT OF TREATMENT.						DIED.		REMAINING.		
						DISCHARGED										
	M	F	Total	M	F	Recovered.		Much improved.		Improved.		M	F	M	F	Total
Old Cases,.....	89	60	149		1	5	2	3	2	3	2	14	6	64	48	112
Admitted since,	54	33	87			22	8	1	2	4	1	3	3	24	19	43
Total,.....	143	93	236		1	27	10	4	4	7	3	17	9	88	67	155

Patients remaining on the 1st November 1858, and in what condition.

Recovered.		Improved.		Unimproved.		TOTAL.		
M	F	M	F	M	F	M	F	M and F
0	1	28	21	60	45	88	67	155

Number of Patients in the Asylum the last day of each Month during the Year 1858.

	Jan. 1858.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept.	Oct.	Nov. 1857.	Dec. 1857.		
Males,.....	89	88	87	86	84	87	90	85	88	88	86	85		
Females,.....	66	68	72	71	67	66	64	65	67	67	65	66		
Total,...	155	156	159	157	151	153	154	150	155	155	151	151		
<i>Annual average Number.</i>	Males, 86 11-12 Females, 67		Total, 153 11-12 say 154		<i>Greatest No. at any one time.</i> April 8th,		Males, 88 Females, 73		Total, 161		<i>Smallest Number, May 27th,</i> Males, 83 Females, 67		Total, 150	

Number of Patients from each County in the Province, &c., for the Year 1858.

York.	Saint John.	Westmor-land.	Charlotte.	Kings.	Queens.	Sunbury.	Northumber-land.	Kent.	Gloucester.	Carleton.	Resigouche.	Albert.	Victoria.	Nova Scotia.	United States.	TOTAL.
19	116	9	26	12	3	2	12	3	1	14	2	2	1	13	1	236

JOHN WADDELL, M. D.
Medical Superintendent.

MARINE HOSPITAL.

ANNUAL REPORT ON MARINE HOSPITAL, SAINT JOHN, 1858.]

To His Excellency The Hon. John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

The Commissioners respectfully present Your Excellency their Annual Report of the Provincial Marine Hospitals for the Port of Saint John under their charge, for the year ending 31st October 1858.

On the first of January 1858, there remained in the Kent Hospital, twenty one cases under treatment, chiefly cases of frozen limbs, &c. and one hundred and seventy seven new cases were admitted, making one hundred and ninety eight patients under treatment for the year.

Of this number, one hundred and sixty were discharged, including two sent to their friends abroad; twelve left without leave, and five died, (two less than 1857,) including one in the last stage of disease when admitted; and twenty one cases remain in the Hospital under treatment.

The nature of disease and casualties of each case are especially registered in the Medical Officer's return forwarded herewith.

The admissions to the Pest House on Partridge Island, from 1st May to 24th September, embrace only five cases of infectious disease; three with small pox and two of fever; four were discharged, and one fever case died.

The gross expenditure for the Kent Hospital and the Pest House for the year ending 31st October 1858, was £1041 0 9, to which add £374 17 11, balance due the Commissioners 31st October 1857, makes the gross charge against the Hospital £1415 18 8; the expenditure for 1858 was £123 5 9 less than for 1857, the difference mainly arising under the head of repairs.

Against the expenditure the Commissioners received a Government Warrant on the Provincial Treasurer for £374 17 11, to cover the advances due them for 1857, they have also received from the Provincial Treasury, out of the Sick and Disabled Seamen's Fund, £850, leaving a balance of £191 0 9 advanced by and due to the Commissioners for the year ending 31st October 1858.

There was collected at the Port of Saint John for the Sick and Disabled Seamen's Fund, £1171 16 9 for the year 1856; £1002 9s. for 1857, and £960 3 7 for the year 1858; and from the continued depression of Trade to this Port, the Commissioners cannot estimate any increase of this Fund for the current year, being barely sufficient for the ordinary charges upon the Hospital, when strict economy is pursued, that does not directly interfere with what is essential for the sick and disabled seamen.

The Commissioners have much satisfaction to assure Your Excellency that the Hospitals under their charge continue eminently useful and greatly conducive to the cure and relief of the sick and disabled seamen at this Port, and they continue to have full confidence in the ability and successful treatment of their Medical Officers, and the diligence and care of the Hospital Steward, Matron, and Attendants, the result bearing equally favourable with their previous yearly Report.

All of which is respectfully submitted.

JOHN WARD,
ROBERT W. CROOKSHANK,
W. DOHERTY,
THOMAS M. SMITH,
JOHN M'GRATH,
W. LEAVITT,
CHARLES M'LAUCLAN,

Commissioners of the Provincial Marine Hospital.

LIGHT HOUSES.

REPORT OF COMMISSIONERS OF LIGHTS, BAY OF FUNDY, 1858.

*To His Excellency The Hon. John Henry Thomas Manners-Sutton, Lieutenant Governor
and Commander in Chief of the Province of New Brunswick, &c. &c. &c.*

MAY IT PLEASE YOUR EXCELLENCY,

We, the Commissioners of Light Houses in the Bay of Fundy, beg leave to report for the information of Your Excellency, that the Accounts and Vouchers of the expenditure for the several Light Stations in the Bay of Fundy in our charge, belonging to this Province, for the year ending on the 31st October 1858, were forwarded to the Hon. J. R. Partelow, Auditor General, on the 10th November last, of which the following is an Abstract, viz:—

Salaries of the Keepers and Assistants at the nine Stations for the year, £1,072 0 0
Ordinary Contingencies for Oil, Wicks and Stores for the same, 1,266 13 9

Gas Works on Partridge Island.

Furnace Coals, &c.	....	....	....	....	£84 17 11
Salary of Superintendent,	....	....	....	....	50 0 0
Do. Gas Maker,	....	....	..	....	65 0 0
					199 17 11

Extra expenditure for Repairs, &c.

Fog Bell at Partridge Island, and Bell off the Island,	....	....	....	....	£51 1 6
Beacon Light Station,	....	....	....	....	518 12 1
Gannet Rock,	....	....	....	....	26 12 4
Machias Seal Islands,	....	....	....	....	27 15 10
Head Harbour,	....	....	....	....	34 14 1
Saint Andrews,	....	....	....	....	1 5 0
					660 0 10
Commission on Contingencies,	....	....	....	....	108 16 7
					£3,307 9 1

CR.

By Balance in favor of Province, October 31, 1857,	£268	5	6		
Amounts received from the Provincial Treasurer at different times, as required for the service, from December 3, 1857, to the 26th Oct. 1858,	3,052	0	0	-----	3,320 5 6
					£12 16 5

In addition to the foregoing, the amount paid in aid towards the support of the Light Houses at Cape Sable Seal Islands and Brier Island, in Nova Scotia, was disbursed by the Provincial Treasurer, and amounted to	£293	16	10		
Salary paid Superintendent,	....	....	....	....	100 0 0
Paid by D. W. Jack, Esq. at St. Andrews, to Keepers Conly & Snell,	....	....	....	....	18 0 0
					£411 16 10
Amount drawn by Commissioners at St. John, per Account;	3,052	0	0	-----	3,052 0 0
Amount drawn from the Fund, 1857 & 8,	....	....	....	....	£3,463 16 10

The receipts of Light Dues for the Bay of Fundy Lights for the year ending the 31st October 1858, collected at Saint John, was £3,028 16s., and at the Out-Ports, £586 10 2, making in all, £3,615 6 2; being less than the amount collected the previous

previous year by £1053 14 3, shewing a greater decrease than that in 1856, per our Report of the 6th January 1858. Notwithstanding the decrease in the amount of Light Dues for the past two years, and the extra outlay of £660 0 10 of the last, the receipts have been more than sufficient to meet the expenditure. The balance or rest of the Light House Fund has increased £151 9 4, making it on the 31st October 1858, £6,063 2 5, against £5,911 13 1 on the 31st October 1857.

The extra expenditure of the past year, as detailed in the preceding Abstract, was necessary to secure the efficiency of the service.

The amount expended on the Fog Bell and Bell Buoy was to repair damages in wear and tear of the latter during the Winter of 1857-8, and for replacing some machinery in the former accidentally broken.

Amount expended at the Beacon Light Station was for an additional Block on the northern side, (in progress last year,) and painting the Light House, and painting and glazing the Lantern.

The amount expended at the Gannet Rock Station was for repairs of the platform around the Light House, destroyed by the sea during the gales the previous Winter, sails for the Station Boat, and stove pipe.

The amount expended at the Machias Seal Islands Station was new burners for the Lamps, water butts in addition to the tank, for the holding water, the persons at this Station having to depend on the rain, or bringing it from the main land, (the nearest point where it can be obtained about 9 miles,) for their supply of water, there being none on the Island.

The amount expended at the Head Harbour Station was for repairs to the Bridge leading from the main Island of Campo Bello to the Light House Rock at Head Harbour, by direction of Commissioner the Hon. Capt. Robinson, and for painting the Light House and Keeper's House.

The amount for the Saint Andrews Station was for the purchase of a Union Jack to hoist at the Light House.

The Gas Light at Partridge Island for the past year has been furnished at much less cost than formerly. This in part arises from the coals provided in 1856-7 being nearly sufficient for the supply of 1857-8;—the cost of the coals and the expense of placing them at the works in 1856-7 was £166 9 9; the amount for the same item in the Account for 1857-8 is only £50 12 6;—and also to the superior management and economy of the present gas maker, Mr. James Wilson. The cost of furnishing gas the past year is about the same as oil would have cost.

The arrangement with Mr. Foulis as Superintendent of the Gas Works having terminated on the 31st October last, the saving of his salary will further reduce the cost of gas for the current year. If the cost should be ever reduced to the estimate of Mr. Foulis in his proposition of the 29th December 1851, submitted in our Report of the 20th February 1852, it would take a long period for such saving to meet the extra cost of the gas, over that of oil, since the introduction of gas under his superintendence.

The different Light House Stations were all visited and inspected by Mr. Woodward during the season, and found in good order; the Keepers and Assistants attentive, and discharging their various duties satisfactorily.

The estimate of expenditure for the support and maintenance of the nine Stations in the Bay of Fundy belonging to this Province, for the current year, as follows, viz:

Salaries for Keepers and Assistant Keepers, as at present allowed,	£1,072	0	0
Ordinary Contingencies for Oil, Wicks, Lamp Chimneys, Coals for			
Gas Works, Stores, &c.	1,500	0	0
Extra Contingencies that will probably arise,	150	0	0
	<u>£2,722</u>	<u>0</u>	<u>0</u>

All which is respectfully submitted by Your Excellency's obedient servants,

ROBERT W. CROOKSHANK,
JOHN WARD,
I. WOODWARD,

Commissioners of Light Houses in the Bay of Fundy.

Saint John, N. B., 29th January, 1859.

STEAM BOAT INSPECTION.

W. M. Smith's Annual Report as Inspector of Steamers, St. John, 1858.

Saint John, N. B. 21st February, 1859.

SIR,—For the information of His Excellency the Lieutenant Governor, I beg leave to submit the following Report of my duties for the past year as Steam Boat Inspector residing in the City of Saint John, N. B.

The Steamers in my District have complied with the requirements of the law, and the amendments that came into operation in June last, with few exceptions, which were reported to the Government.

The Boilers of Passengers Steamers are tested by hydrostatic pressure, the "lock-up safety escape valve" set to the working pressure allowed and locked up as the law directs before the Certificate of Inspection is granted.

The extra number of life preservers required by the amended Act have been procured for each vessel.

When any neglect to comply with the Law has occurred, the Captain or owner of the Steamer has been notified of the same before the vessel was reported to the Government, so that the number thus reported fall short of the actual number which have occurred, as many after being notified have complied with the requirements of the law.

The record of every Steamer inspected and verified by me during the year, with the dates of such Inspections and visits, I beg leave to append.

I remain Sir, yours, very respectfully,

WM. M. SMITH, *Steam Boat Inspector,
Saint John.*

Hon. S. L. Tilley, Provincial Secretary, &c. &c. &c. Fredericton, N. B.

Report of Inspector's Visits, Certificate, &c.

Name of Steamers.	Inspector's Visits.	REMARKS.
Maid of Erin,	April 7th,	Granted Certificate for Bay of Fundy. Steam pressure 25 lbs. square inch.
	July 26th,	Broke side lever on return trip from Digby. Lever replaced.
	August 9th,	Broke side lever.
Emperor,	" 11th,	Replaced.
	October 21st,	Certificate not renewed. Reported to Government.
	April 8th,	Granted Certificate for Bay of Fundy. Steam pressure 30 lbs. square inch. Test pressure on Boiler 45 lbs. square inch.
Saint John,	August 23rd,	Renewed Certificate. Steam pressure 26½ lbs. square inch. Adjusted "lock-up safety escape valve" to the working pressure allowed.
	April 21st,	Granted Certificate for River Saint John. Steam pressure on Boiler 25 lbs. square inch. Test pressure 37½ lbs.
	October 11th,	Renewed Certificate. Steam pressure 30 lbs. square inch. Test pressure 45 lbs. square inch. Adjusted "lock-up safety escape valve" to the working pressure.
Forest Queen,	April 20th,	Granted Certificate for River Saint John. Steam pressure 30 lbs. square inch. Test pressure 45 lbs. square inch.
	August 22nd,	Renewed Certificate. Steam pressure 34 lbs. square inch. Tested Boiler to 51 lbs. square inch. Adjusted "lock-up safety escape valve" to the working pressure allowed.
Anna Augusta,	April 20th,	Granted Certificate for River Saint John. Steam pressure 30 lbs. square inch.
	August 30th,	Renewed Certificate. Steam pressure allowed 30 lbs. to the square inch. Boiler attested to 45 lbs. square inch. Adjusted "lock-up safety escape valve" to the pressure allowed.

Report of Inspector's Visits, &c.—Continued.

Name of Steamers.	Inspector's Visits.	REMARKS.
Lawrence,	May 5th,	Granted Certificate for the River Saint John and Tributaries. Steam pressure 40 lbs. to the square inch. Test pressure 60 lbs. square inch.
Colonel Fremont,	August 10th,	Certificate not renewed. Reported to Government.
	May 13th,	Granted Certificate for River Saint John and Tributaries. Steam pressure allowed 50 lbs. square inch. Test pressure 75 lbs.
Richmond,	August 3rd,	Certificate not renewed. Reported to Government.
	April 20th,	Granted Certificate for the upper River Saint John. Steam pressure 75 lbs. to the square inch. Test pressure 112½ lbs. square inch.
Reindeer,	Sept. 15th,	Renewed Certificate. Steam pressure 75 lbs. Adjusted "lock-up safety escape valve" to pressure allowed.
	April 29th,	Granted Certificate for the upper River Saint John. Steam pressure allowed 80 lbs. to the square inch. Tested Boiler to 120 lbs. square inch.
Bonnie Doon,	Sept. 15th,	Renewed Certificate. Steam pressure 80 lbs. square inch. Adjusted "lock-up safety escape valve" to pressure allowed.
	April 21st,	Granted Certificate for the upper Saint John River. Steam pressure 75 lbs. to the square inch. Test pressure, 112½ lbs. square inch.
Victoria, (Ferry Boat.)	Sept. 15th,	Renewed Certificate. Steam pressure allowed, 80 lbs. to the square inch. Tested to 120 lbs. square inch. Adjusted "lock-up safety escape valve" to the working pressure allowed.
	October 22nd,	Inspected repairs on the Blocks.
Lady Colebrook, (Ferry Boat.)	May 28th,	Granted Certificate for the Harbour St. John. Steam pressure, 20 lbs. to square inch. Test pressure, 30 lbs. square inch.
	August 23rd,	Renewed Certificate. Steam pressure, 18 lbs. square inch. Adjusted "lock-up safety escape valve" to the pressure allowed.
Forty Second, (Ferry Boat.)	May 4th,	Granted Certificate for the Harbour St. John. Steam pressure, 18 lbs. to the square inch. Test pressure, 27 lbs. to the square inch.
	June 7th,	Made a request on Owners for repairs on the Hull and Boilers. Complied with.
Tug Boats,	Sept. 17th,	Repairs completed. Renewed Certificate. Steam pressure, 20 lbs. to square inch. Tested Boiler to 30 lbs. square inch. Adjusted "lock-up safety escape valve" to the working pressure allowed.
	May 19th,	Granted Certificate for the Ferry on the River Saint John at Fredericton. Steam pressure, 65 lbs. to the square inch. Test pressure, 97½ lbs. on square inch. A new Boiler, and Hull strengthened since last season.
	August 23rd,	Certificate not renewed.
	May 1st and August 3rd,	Visited and saw that the means for hoisting, and the red and white lights required by law, were on board.

Respectfully submitted.

WM. M. SMITH, *Steam Boat Inspector.***W. Dunlop's Annual Report as Inspector of Steamers, Miramichi, 1858.***Miramichi, February 1st, 1859.*

The Hon. S. L. Tilley, Provincial Secretary,

SIR,—For the information of His Excellency the Lieutenant Governor, I beg to submit the following Report as Inspector of Steam Boats for the past year:—

June 16th, 1858, I inspected the "Lady LeMarchant" at Richibucto, found the machinery in good order; the boiler rather leaky; fitted with the necessary steam and water gauges in good order; the forcing and hose in good order; buckets of wood in sufficient number; lanterns in good order; four life preservers; all requisite precautions against fire in use and effective; no life boat on board; two common boats in good order. This vessel works with steam of ten pounds on the square inch, and is chiefly employed in towing in the Harbour of Richibucto.

Inspected

Inspected the "Enterprise" at Kingston, found the machinery in tolerable working order; the boiler leaky; steam and water guages in good order; forcing pump and hose in good order; lanterns in good order; buckets deficient; one life boat of wood; one common boat. This vessel works with steam at a pressure not exceeding six pounds on the square inch, and is occasionally employed in towing about the Harbour of Richibucto.

Inspected the Chatham Steam Ferry Boat, found the boiler good, and in good order, fitted with water guages, but no steam guage; the machinery in fair working order, and the vessel in good order. This vessel works with a pressure not more than thirty pounds on the square inch, and is employed as a Ferry Boat across the Miramichi River at Chatham.

July 1st, 1858.—Inspected the Steamer "Transit" at Chatham, found the boilers good and in tolerable order, and fitted with the necessary steam and water guages; the machinery in ordinary working order; no life boat on board; one common boat in good order; lanterns sufficient; buckets wanting; no forcing pump or hose.

September 18th.—On board the "Lady LeMarchant" at Richibucto, found the boiler leaky; the machinery in good working order, with all the necessary steam and water guages; the forcing pump and hose good; no life boat; two common boats; well furnished with buckets and lanterns. This vessel employed in towing in the Harbour of Richibucto.

Found the "Enterprise" laid up at Kingston with hull and boilers leaky, doing nothing.

October 22nd.—Inspected the new Steam Ferry Boat at Newcastle, the boiler very good and well adapted to the purpose; the machinery not very well adjusted; the boat itself well built and well adapted for the purpose. This vessel plies on the River as a Ferry Boat at the town of Newcastle.

October 23rd.—The Steamer "Transit," the boiler good and fitted with requisite steam and water guages; the machinery in ordinary working order; no life boat; one common boat; lanterns sufficient. This vessel was employed in towing ships and rafts on the Miramichi River, from the end of June till the close of the navigation.

The Steamer "Lady Head," from Quebec, called in here through the season, but did not remain here long enough to admit of a very strict examination of boiler and machinery, she was furnished with all the boats, lanterns, &c. that was necessary for her.

I remain, dear Sir, your most obedient servant,

(Signed)

WM. DUNLOP.

STEAM NAVIGATION.

Correspondence relative to Steam Communication between this Province and Canada and Prince Edward Island.

Secretary's Office, 14th March, 1859.

MAY IT PLEASE YOUR EXCELLENCY,

With reference to the Address of the House of Assembly of 1st March instant, asking for copies of Contracts and arrangements entered into for running Steamers between Shediac and Prince Edward Island, and between Canada and certain Northern Ports of this Province, I beg to inform Your Excellency that there is no Contract with Mr. Boltenhouse for his Steamer between Prince Edward Island and Shediac, but the Government have paid him five hundred pounds per annum for the years 1857 and 1858 for that service.

No written Contract was made with Messrs. Baby & Co. for running their Steamer the "Lady Head," between Quebec and this Province, but I transmit herewith copies of the correspondence which has passed on the subject. Also copies of documents and correspondence shewing what steps have been taken to secure the services of a Steamer between Canada and this Province during the ensuing Summer of 1859.

I have the honor to be Your Excellency's most ob'dt. humble servant,

S. L. TILLEY.

His Excellency the Lieut. Governor, &c. &c. &c.

(Copy)

Office Public Works, Fredericton, 5th February, 1859.

Hon. S. L. Tilley, Provincial Secretary,

SIR,—In compliance with the directions of His Excellency the Lieutenant Governor in Council, tenders were advertised for on the 30th day of October last, to be received until the 3rd day of January following, for providing and running a Steamer to ply between Shediac and Dalhousie, touching at Bathurst, Miramichi, and Richibucto, once a week each way during open water, for the period of one, two, or four years, the party furnishing the Boat to be entitled to all moneys received from passengers or for freight.

Upon opening the tenders it was found that only two parties had offered the services of their Boats, viz :—

No. 1. W. W. Brown, of Hamilton, (Canada,) proposed to furnish the Steamer "Europa" for two years at \$20,000 per year, or for four years at \$16,000 per year.

No. 2. Alexander Heron, per Alexander Wright, would furnish the Steamer "Arabian" for four years at £1,925 per year.

A memorandum accompanied the tender for the "Arabian," giving a full account and description of her character, dimensions, and furniture; this memorandum, together with the other papers connected therewith, were submitted to William Smith, Esquire, Provincial Steam Boat Inspector, who subsequently proceeded to Niagara and examined the Boat himself, and on his return from Canada furnished this Department with the annexed Report.

Mr. Smith states in his Report that the description given by Mr. Herron is "in the main correct;" notwithstanding he recommends several parts to be either repaired or renewed before the Boat is employed in salt water, the particulars of which will be found by reference to the Report itself.

Respectfully submitted,

(Signed)

W. H. STEEVES.

St. John, N. B. 2nd February, 1859.

SIR,—In accordance with directions received from you on the 14th January last, I proceeded to Niagara, Upper Canada, and made a thorough examination and inspection of the Steamer "Arabian," owned by A. Heron, Esq. and beg leave to submit the following Report:—

The description of the Steamer Arabian, (a copy of which was furnished me) I found in the main correct, the Hull of white oak, is strong and in good condition, well fastened with clinch and screw bolts; the false sides are not properly constructed, are in very bad order, and would have to be reconstructed before the Boat could be safely used as a sea going vessel.

The Engine is strong with the exception of the cranks, which are of cast iron, the air pumps would require to be lined with brass, and a composition bucket and rod instead of the cast iron ones now in use, should the vessel be employed in salt waters.

The Boilers are well constructed, of very good materials, and in good order, the pipes are of cast iron, and would have to be replaced with copper ones.

The anchors and chains are light; the vessel is fitted with a good patent windlass, and a very efficient set of fire pumps on deck, fore, and aft, with the requisite length of hose, &c. No boats of any kind. The working fit out is full and good.

To adapt the vessel to run on the Gulf coast between the Ports mentioned in your directions, it would be advisable to remove the upper saloon, making the alterations and reconstructions mentioned in this Report. A detail of size of parts is appended.

I remain your obedient servant, W. M. SMITH.

Honble. W. H. Steeves, Commissioner Board of Works, &c. &c. &c.

Detail of parts of Steamer "Arabian."

Hull.—Length, 182 feet; beam, 26½ feet; 11 feet hold; frames, oak and white cedar; draft of water, 7 feet; planking, white oak, 4 inch on bottom, 3 inch sides; bilge strake, six of oak from 6 inches to 4 inches; clamps upright, screw bolted, of larch knees, two small ones to every beam; beams, white pine; floors of oak, in pairs 12 inches by 5 inches, 2 feet from centres; ceiling, oak arches reversed and screw bolted through every nine inches with ½ bolts; planking spiked with 7 inch spikes, and butt bolted; centre kilson, oak, 17 inches by 10 inches, clinch bolted; sister kilsons oak, 13 inches by 9 inches, clinch bolted; bilge kilsons oak, 12 inches by 9 inches, clinch bolted; decks pine, 5 inches by 3 inches, stanchions of oak. A strong arch instead of a hog frame.

Engine.—Skeleton beam, Stevens' cut off, wrought iron shaft, cast iron cranks; paddle wheels wood.

Boilers.—Iron 5-16ths thick, single return round flues, flat surfaces stayed every eight inches.

Pipes.—Of cast iron, very dangerous construction.

(Signed)

W. M. SMITH.

Description of Steamer "Arabian," and Inventory of her Fittings & Furniture.

DESCRIPTION.

Age.—Six years.

Material.—White Oak, and instructed by Mr. Heron to say, that she is the strongest sea going Steamer on the Canadian Lakes.

Dimensions.—182 feet over all; straight stem; 62½ feet beam, with false sides or sponsors required in sea going vessels; 11 feet hold; 7 feet draught, with one thousand barrel bulk.

Engine.—Walking skeleton beam Engine, two hundred and fifty (250) horse power, 48 inch cylinder, 11 feet stroke.

Boilers.—In thorough repair.

Speed.—14 miles per hour, and Mr. Heron says in his instructions to me, that by removing upper Saloon she will steam 15 miles per hour.

Boats.—3 very superior boats; 1 do. life boat.

INVENTORY OF FITTINGS.

Fire Department.—2 new double acting force pumps, (fixed); 1 steam acting force pump; making three fire engines in complete order. 130 feet new India rubber hose for the hand engines, with couplings complete; 50 feet do. for the steam engine. 2 copper branch pipes for the steam engine; and a complete set of wrenches and hammers, besides a quantity of buckets, mentioned in list of deck fittings.

Working Department.—5 spare axes, 75 fathom large chain, 75 do. working do. 1 best bower anchor, (large,) 1 working do., handspikes, blocks, and tackle for chain box, 8 blocks and tackle for boats, 4 do. for tiller, bow lines, spring lines, stern lines, and 1 winding line, 1 coil leather hose, 2 5-inch stern lines, iron bound buckets, 20 fire buckets, 12 oars, 1 set iron blocks and tackle for engine, 2 trucks, 4 compasses, 1 spy glass, 6 extra tenders, 1 lot life preservers in addition to those in cabin, 1 large white ensign, 1 do. red do., 1 union jack, 1 St. George's cross, 2 red signal lamps, 2 blue peters, 1 Turkish flag, 1 French jack, 1 burgee, 1 green signal lamp, 6 signal or deck lamps, a variety of articles in use for working vessel, &c. not enumerated.

The above and annexed are all in first rate order.

(Signed)

THOMAS LEACH, *Purser of Arabian,*

On behalf A. Heron, Niagara, C. W.

FITTINGS.—*Continued.*

Furniture, &c.—1 carpet for upper cabin, 1 do. lower cabin, 1 do. ladies' cabin, 1 do. each state room, 4 large mirrors in upper cabin, 1 do. ladies' cabin, 1 do. lower cabin, 1 looking glass for each state room, 1 long walnut dining table in upper cabin, will dine 60 people, 1 do. lower cabin, 3 walnut tables in upper saloon, 1 do. in ladies' cabin, 2 walnut cabinets in upper cabin, 2 stair carpets, 2 clocks, 17 shaving cans, 2 stoves for upper saloon, 1 do. ladies's cabin, 1 do. lower do., 1 do. bar do., 1 do. cook house, 1 do. fore-castle, 1 do. captain's room, 1 set woolen table covers, 7 chandelier lamps for saloon, ladies' cabin, and gentlemen's do., 117 extra thick hair mattresses, 11 cotton mattresses, 18 straw mattresses for fore-castle, 104 feather pillows, 21 cotton do., 599 sheets, linen and cotton, 341 pillow covers, 124 counterpanes, 211 blankets, portion double, 26 coloured counterpanes, 2 sets linen covers for ladies' cabin chairs and sofas, 1 white table cloth for do., 1 sett window curtains for all over board, 1 sett superior damask curtains for each state room, 1 do. orange satin damask for ladies' cabin berths, 1 do. scarlet woolen damask for lower cabin berths, 2 walnut card tables, 2 movable sofas in upper cabin, 5 fixed do., 3 do. in ladies cabin, 1 water refrigerator for upper cabin, 2 solar lamps for reception room, 1 do. for water closet, 1 do. for pantry, 1 do. for bar, 1 do. for cook house, 1 water refrigerator in refreshment room, 2 do. reception do., 2 mats for ladies' cabin, 5 do. saloon, 3 rope mats for reception room, 1 mat carpet for do., 1 do. refreshment do., 1 oil cloth piano cover, view of Hamilton city in frame, 95 walnut cane seat chairs, 20 do. stools, 2 do. rocking chairs ladies' cabin, 43 wooden stools and 2 dust brushes, 1 clothes press, oil cloth for entrance saloon, 80 coarse towels and a lot bed ticks, 24 life seats in addition to the lot in the lower deck, 1 lot oil lamps for state rooms, 1 meat refrigerator, 4 sets revolving double plated silver castors, 4 double plated silver candlesticks, 2 do. fish slices, 60 do. dinner spoons, 60 do. desert do., 60 do. tea do., 6 do. salt do., 6 do. butter knives, 6 do. sugar tongs, 2 do. soup ladles, 4 do. sauce do., 4 do. mustard spoons, 30 do. egg do., 15 large german silver spoons for fore-castle, 17 large knives and forks do., 12 german silver tea spoons &c. do., 10 stone jars, 1 water can, 1 metallic water jug, 132 cups and saucers, 382 plates, (breakfast, soup, and dinner,) 78 dinner tumblers, 22 cream pitchers, 13 vegetable dishes, 3 soup tureens, 11 cut glass salt stands, 21 white bowls, 9 water pitchers, 2 glass celery stands, 2 large glass fruit dishes, 13 glass preserve do., 2 salad bowls, 60 ivory handled knives and forks, dinner, 60 do. desert, 9 do. carving, knives, plates, forks, and tins for fore-castle, 1 set cushions for upper cabin, 1 do. for gentlemen's do., 1 do. ladies' do., 6 tea trays, 2 large do.

State Room Furniture.—45 wash basins, 41 water ewers, 33 chambers, 45 soap dishes, 17 water glasses, 33 water decanters.

Cabin Furniture, Continued.—31 egg cups, 11 champagne glasses, 46 wine do., 2 coffee urns, 3 tea pots, 2 plate baskets, 3 pantry pails, 1 wash tub, 1 sett blacking brushes.

brushes, common candlesticks, 2 tin tea cannisters, 1 sett black lead brushes, 12 decanters, tumblers, and glass drainer, 2 knife boxes.

Cook's Department.—6 copper boilers, 1 iron do., 12 pudding pans, 6 round tin pans, 8 round sauce pans and covers, 4 round-bake pans, 4 bread do., 50 white meat dishes, 9 colored meat do., 7 earthen bake do., 6 vegetable bake do., 4 steamers, 2 large iron bake pans, 2 large copper gravy pans, 2 nutmeg graters, 1 spice box, 7 tin cannisters, 4 milk pails, 1 chopping bowl and knife, 1 bread pan, 3 flour boxes, 2 iron ladles, 4 fish forks, 4 skimmers, 2 strainers, frying pan, rolling pin, and 1 masher. A large quantity of &c's. belonging to this department not considered necessary to enumerate.

(Signed)

THOS. LEACH, *Purser.*

(Copy)

Secretary's Office, Fredericton, 19th July, 1858.

GENTLEMEN,—The attention of the Government of this Province has been called to the fact, that the Steamer "Lady Head" does not touch at the Port of Richibucto, nor at that of Bathurst or any other Port in Gloucester.

The grant was made with the expectation that these Ports would be visited by any Steamer that would be put upon the route.

I have, &c.

(Signed)

S. L. TILLEY.

Messrs. Baby & Co. owners of the Steamer "Lady Head," Quebec.

(Copy)

Secretary's Office, Fredericton, 27th November, 1858.

SIR,—I beg to inform you that your letter of the 14th October last, requesting payment of \$3,000 towards the maintenance of the Steamer between Quebec and the Lower Provinces, was referred to the Board of Works, and that your letter on the same subject, dated the 19th inst., and received at this office yesterday, has been referred to the same Department.

Upon receiving the Chief Commissioner's Report on the application, the result will be immediately communicated to you.

I have, &c.

(Signed)

S. L. TILLEY.

C. Baby, Esq. Quebec.

(Copy)

Toronto, 7th August, 1858.

The Honble. S. L. Tilley, &c. &c. &c. Fredericton, N. B.

SIR,—I have the honor to acknowledge reception of your letter, dated 19th ult. and beg leave in answer thereto to state, that the reason of the Steamer "Lady Head" not calling at the Port of Richibucto, is because she could not do so and at the same time perform regularly her semi-monthly trips.

I am not aware that the Steamer does not call at Bathurst, she has always as yet been so advertised to call, but I have been informed that the inhabitants of that place are of opinion the Steamer should not stop at Bathurst on account of the want of water; they can meet the Steamer either at Dalhousie or Miramichi.

I shall take the liberty to observe that the Steamer "Lady Head" calls at three Ports in the Province of New Brunswick, and at only two in the Province of Canada.

I have the honor to be Sir, your obedient servant,

(Signed)

M. W. BABY.

Office Public Works, Fredericton, 7th January, 1859.

SIR,—On receiving the application of F. Baby, Esquire, of Quebec, asking for £1,500 as remuneration for running the Steamer "Lady Head" from Dalhousie to Shediac during last Summer, I immediately addressed a communication to Mr. Baby, requesting him to furnish a statement shewing the number of trips made to and from the above mentioned places, and the different places touched at each trip, to which I received the following reply:—

"QUEBEC,

“QUEBEC, 3rd December, 1858.

“SIR,—I have the honor to acknowledge receipt of your Letter dated 26th November, and beg leave in reply thereto to state—1st. That the Steamer Lady Head, in conformity with an understanding with the Government of Canada, commenced her regular trips on the 1st June last, and left Quebec for her last trip on the 30th October, it being on her return the close of the navigation, thus performing eleven trips; 2nd, That the Steamer Lady Head touched regularly at the following Ports in New Brunswick, viz: Dalhousie, Miramichi, and Shediac.”

It was thought desirable last Spring to obtain (if possible) the services of a Steamer to ply between Dalhousie and Shediac, touching at Bathurst, Miramichi, and Richibucto, once a month each way, and for this service £1,500 was offered.

It appears by Mr. Baby's own shewing that his Steamer has between Dalhousie and Shediac touched at Miramichi only, and has made but eleven trips in five months.

Respectfully submitted.

W. H. STEEVES.

Hon. S. L. Tilley, Provincial Secretary.

Secretary's Office, Fredericton, 27th January, 1859.

SIR,—On the 13th instant, I sent you a telegram stating that you were authorized to draw on B. Robinson, Esquire, Provincial Treasurer at Saint John, for one thousand pounds in payment of services of your Steamer between Canada and this Province, for which a Warrant had been issued; but I find that I had omitted advising you of the fact officially.

I beg to state, that from a Report of the Chief Commissioner of Works read before His Excellency the Lieutenant Governor in Council, it appeared that the Steamer “Lady Head” had made but eleven trips during the season, and that she had not stopped at Bathurst or Richibucto.

It was therefore considered that £1,000 for the eleven trips made by the Steamer to the Ports of Dalhousie, Miramichi, and Shediac, was a fair remuneration from this Province for that service.

I have, &c.

(Signed)

S. L. TILLEY.

Francis Baby, Esquire, 55 St. Louis Street, Upper Town, Quebec.

INSOLVENT DEBTORS.

LIST OF APPLICANTS UNDER ACT FOR RELIEF OF DEBTORS.

CITY AND COUNTY OF SAINT JOHN.

A Return of Applicants under the "Act to amend the Law for the relief of Insolvent Debtors," in the City and County of Saint John; shewing the Name, Residence, and Occupation of each Applicant; amount of compromise offered and accepted, &c.; and a List of those who have received their final discharge.

N. B.—As to "Residence"—the Act requiring Residence in the County where the Application is made, all the Parties are described in their Petitions as of "the City and County of Saint John."

No.	Name.	Occupation.	Composition offered and accepted in the £.	Remarks.
1	Charles E. Sullis,	Trader,	Half penny,	
2	Samuel T. Mosher,	House Joiner,	Same,	
3	Thomas Deace,	Tailor,	None,	Assignees appointed.
4	George Salter,	Merchant,	Five pounds on whole amount of debt,	about £18,000.
5	John J. Hogan,	Cabinet maker,	One farthing,	
6	George M. Burns,	Commission Merchant,	Same,	
7	Anthony Dever,	Trader,	None,	Assignees appointed. See No. 61.
8	Jonathan Anderson,	Merchant,	Three pence,	
9	Henry E. Sage,	Merchant's Clerk,	One farthing,	
10	James H. Jones,	formerly Merchant,	None,	Settled and proceedings abandoned.
11	Archibald T. Heney,	Baker,	Half penny,	
12	Lorenzo F. Langan,	Merchant,	Same,	
13	David W. Adams,	Carpenter,	One penny,	
14	William Ritohie,	Saddler,	Do.	
15	George W. Hammond,	Tanner,	Half penny offered, refused,	Assignees appointed. See No. 83.
16	Daniel J. Leavitt,	Merchant,	One farthing,	
17	George M'Leigh,	Do.	Do.	
18	Thomas M'Manus,	Master Mariner,	Ran away before meeting,	
19	Richard Sweeney,	Butcher,	Half penny,	
20	Joseph A. Crane,	Merchant,	One penny,	
21	Daniel Ward,	Carpenter,	Half penny,	
22	Benjamin Elston,	House Carpenter,	One penny,	
23	Hugh Muldoon,	Grocer,	Farthing,	
24	Edward Allison,	Merchant,	Four pence,	
25	Thomas R. Gordon,	Do.	Farthing,	
26	James W. Tapley,	Lumberman,	Do.	

List of Applicants under Act for relief of Debtors, City and County of Saint John.—Continued.

No.	Name.	Occupation.	Composition offered and accepted in the £.	Remarks.
27	Charles A. Bovey,	Merchant,	Half penny offered, refused,	And Assignees appointed.
28	John W. Craig,	Ship Builder,	Farthing, do.	Do.
29	Charles F. Dow,	Ship Carpenter,	Do.	Abandoned. See No. 85.
30	William Edgett,	Stevordore,	Do.	
31	J. & W. G. Maxwell,	Fishermen,	Do.	
32	Peter J. Cougle,	Surveyor of Lumber,	Three pence,	
33	Thomas H. Ellison,	Artist,	Farthing,	
34	Hugh Ghisholm,	Boarding House Keeper,	Five shillings,	
35	Kennay & Scribner,	Piano Forte makers,	Farthing,	
36	Henry Watson,	Labourer,	Do.	
37	John R. Vincent,	Mill Owner,	Half penny,	
38	Sydney Kinder,	Book Agent,	Penny,	
39	James Clarke,	Merchant,	Farthing,	
40	John Brown,	Master Mariner,	Half penny,	
41	James Kennay,	Trader,	Penny,	
42	Edward M. Hoyt,	Do.	Half penny offered, refused,	Assignees appointed.
43	George Morrison,	Hotel Keeper,	Farthing,	
44	John S. Gray,	Accountant,	Half penny,	
45	Ebenezer Anderson,	Merchant,	Do.	
46	Richard W. Thorne,	Do.	Do.	
47	James Thomson,	Do.	Do.	
48	James S. Hall,	Do.	Do.	
49	James Crawford,	Accountant,	Do.	
50	William T. Morris,	formerly Merchant,	Do.	
51	Benjamin R. Smith,	Surveyor of Lumber,	Penny,	
52	James Johnston,	Sashmaker,	Half penny,	
53	Isaiah C. Rich,	Shoemaker,	Do.	Proceedings abandoned before meeting.
54	James Lemon,	Accountant,	Do.	
55	George McKeivey,	Machinist,	Penny,	
56	Abraham Bunnell,	Blacksmith,	Half penny,	
57	John Overstone,	Yeoman,	Do.	
58	Jeremiah Brundage,	Labourer,	Penny,	
59	Michael S. Hartt,	Steward,	Half penny,	
60	Peter Foy,	Tanner,	Penny offered, refused,	Assignees appointed.
61	Anthony Dever,	Gentleman,	Four pence,	Proceedings abandoned before meeting.
62	Vernon Hanson,	Shoemaker,	One shilling offered, refused,	Assignees appointed.
		(Same as No. 7.)		
		Merchant,		

63	Robert Stevens,	Boarding House Keeper,	Penny	Do.
64	John Gay,	Butcher,	Do.	
65	Thomas Yorke,	Master Mariner,	Do.	
66	William H. Everett,	Merchant,	Half penny,	
67	James Johnston,	Ship builder,	One penny,	
68	William C. Dunham,	Millman,	Two pence,	
69	James Brown,	Farmer and Labourer,	One penny offered, refused,	Assignees appointed.
70	James F. Tilton,	Merchant,	Do.	
71	John Dougherty,	Trader,	Do.	
72	Thomas McHenry,	Merchant's Clerk,	Do.	
73	Alexander Brown,	formerly Merchant, Lumberman,	Six pence,	
<i>In the following cases the Meetings have not yet been held, the time not having come.</i>				
74	George Mulhertin,	Branch Pilot.		
75	Robert Moore,	Merchant's Clerk. formerly Merchant.		
76	Duncan D. Sinclair,	Gilder.		
77	David B. Lyons,	Woodboatman.		
78	Andrew & Robt. Skillen,	Drapers.		
79	James Dunham,	Grocer.		
80	Vaughan Forster,	Formerly Merchant.		
81	John Balson,	Master Mariner.		
82	Robert Golding,	Trader.		
83	George W. Hammond,	Merchant,		
84	Thomas Main,	Do.		
85	J. & W. G. Maxwell,	Fishermen,		
86	James Armstrong,	Trader.		
87	Edwin H. Babbit,	Merchant.		
88	John Sullivan,	Butcher.		
89	Jas. & Hugh Hutchison,	Bakers.		
90	Patrick Gallagher,	Grocer.		
91	Thomas A. M. Mackin,	Merchant.		
92	Henry Leavitt,	Do.		
93	John Crane,	Lumberman.		
94	John Tapley,	Surveyor of Lumber.		
95	John H. Huestis,	Carpenter.		
96	John S. Jarvis,	Roopenmaker.		
97	George Cameron,	Grocer.		
98	Alfred Harris,	Carpenter.		
99	Edward T. Knowles,	Merchant.		
			(Same as No. 15.)	Certificate refused at first application.
			(Same as No. 31.)	

List of Applicants under Act for relief of Debtors, City and County of Saint John.—Continued.

No.	Name.	Occupation.	Composition offered and accepted in the £.	Remarks.
100	Benjamin S. Babbit,	Merchant,		
101	William H. Williams,	Yeoman.		
102	John Ewing,	House Joiner.		
103	Peter Anderson,	Rigger.		
104	Thomas E. Millidge,	Merchant.		
105	Charles Kaszer,	Furrier.		
106	Robert B. Cutler,	Gentleman.		
107	Samuel D. Miller,	Schoolmaster.		
108	Joseph Sulis,	Joiner.		

Of the above the following have obtained and recorded final Certificates, namely :—

No. 4, George Salter,	No. 14, Wm. Ritchie,	No. 27, C. A. Bovey,	No. 39, James Clarke,
8, Jonathan Anderson,	19, Richard Sweeney,	34, Hugh Chisholm,	40, John Brown.
9, Henry E. Sage,	24, Edward Allison,	38, Sydney Kinder,	44, John S. Gray,
11, A. I. Heaney,			

In 4 cases, namely, Nos. 18, 31, 53, and 61, the proceedings were abandoned before meeting, parties ran away, or did not attend. No. 31, owing to insufficiency of Notice of Meeting, by Attorney.

In 22 cases, the papers required to go before a Judge on application for discharge, have not been taken from this office, the parties being unable to pay the fees, as yet, as required by the Act, viz : Nos. 3, 10, 13, 17, 20, 21, 22, 23, 29, 30, 32, 33, 42, 45, 50, 51, 55, 59, 60, 67, 69, and 71.

In the remaining cases up to 73, the papers have been taken from my office, but no Certificates having been filed, I have no official information as to what state they are in, but have understood that three or four have been refused the first Order from some defects in the Petition ; others are now before Judges waiting the final order of discharge ; others, again, are prevented from being presented to a Judge for want of means ; and in some, perhaps, the Certificates may have been obtained but have not been brought for Registry.

W. B. KINNEAR,
Clerk of the Peace City and County of Saint John.

2nd March, 1859.

YORK COUNTY.

List of Applicants for relief under the Act to amend the "Law for the relief of Insolvent Debtors," in the County of York, with their places of Residence, &c.

Names.	Residence.	Occupation.	Compromise offered, &c.	Remarks.
John Melvin, Junior,	Douglas,	Lumberer,	One farthing in the pound,	Return not applied for.
Nehemiah S. Hooper,	Fredericton,	'Trader and Inn-keeper,	refused,	Return not applied for.
George L. Marsh,	Do.	Teamster,	accepted,	Final discharge obtained.
John J. Mageehan,	Do.	Grocer,	not accepted,	Do.
John N. Cluff,	Do.	Lumberer,	do.	do.
William Williams,	Do.	Do.	do.	Return not applied for.
Cornelius Carr & Alexander H. Carr,	Do.	Lumberers,	do.	Do.
John Sloat,	Douglas,	Lumberer,	refused,	Do.
Whitman Estey,	Do.	Do.	do.	do.
Duncan Forbes,	Do.	Do.	accepted,	Final discharge obtained.
John Richards,	Saint Marys,	Late Merchant,	do.	Return not applied for.
Denel Mazerall,	Fredericton,	Lumberer and Farmer,	refused,	
Daniel Titus,	Kingsclear,	Inn-keeper,	accepted,	
John McKeen, Junior,	Saint Marys,	Do.	do.	
John Gray,	Kingsclear,	Do.	do.	
William Price,	Do.	Farmer,	Proceedings stayed,	
James T. Moores,	Douglas,	Do.	One penny in the pound,	Return not applied for.
Thomas E. Dunphy,	Queensbury,	Do.	do.	Do.
George W. Cliff,	Fredericton,	Do.	do.	
James Cameron,	Queensbury,	Lumberer,	not accepted,	Return not applied for.
Abraham T. Coburn,	Saint Marys,	Farmer,	accepted,	Do.
John W. Fox,	Saint Marys,	Lumberer,	do.	Final discharge obtained.
James Burns,	Fredericton,	Merchant,	do.	Return not applied for.
Robert McKay,	Southampton,	Lumberer,	do.	Final discharge obtained.
Lauchlan McLean,	Fredericton,	Baker,	accepted,	Return not applied for.
John Allen,	Fredericton,	Lumberer,	do.	Do.
Robt. Connors & Finley McLennan,	Douglas,	Lumberer,	do.	Do.
Gilbert Ross,	Fredericton,	Lumberer,	accepted,	Return not applied for.
Thomas Crouse,	Saint Marys,	Farmer,	do.	Do.
Enoch Dow,	Douglas,	Do.	do.	Return not applied for.
C. Addington Long,	Canterbury,	Do.	do.	Do.
Cornelius Brewer, (3d.)	Kingsclear,	Do.	not accepted,	
Nehemiah S. Hooper,	Douglas,	Lumberer,	accepted,	Return not applied for.
Archibald Brewer,	Fredericton,	Late Trader and Inn-keeper,	do.	Do.
	Douglas,	Farmer,	do.	Do.

List of Applicants under Act for relief of Debtors, County of York.—Continued.

Names.	Residence.	Occupation.	Remarks.
Samuel White, Samuel Hains, Isaac Naish, Charles Naish, Robert Macklin, Junior, Thomas Meek, Daniel W. Grant, John Dickinson, George Wright,	Douglas, Do. Fredericton, Kingsclear, Saint Marys, Douglas, Canterbury, Do. Do.	Lumberer, Cordwainer, Organist, Farmer, Do. Lumberer, Late Merchant, Farmer, Lumberer.	The time for the first meeting of the Creditors in these last nine cases has not yet arrived.

List of Insolvents whose final discharge has been Filed and Registered in the Office of the Clerk of the Peace.

John J. Mageehan, John N. Cliff, John Richards, Abraham T. Coburn.

Clerk's Office, Fredericton, February 24th, 1859.

GEO. J. DIBBLEE, Clerk of the Peace, York County.

VICTORIA COUNTY.

List of Applicants for relief under the "Act to amend the Law for the relief of Insolvent Debtors," in the County of Victoria.

Names.	Residence.	Occupation.	Compromise.	Remarks.
N. M. T. Willey, Hilaire Peltier, Patrick Kirlin, Stephen Tracey, Tracey and Upton, Charles R. Upton, Elijah Sisson, John Everitt, John May, Thomas Lovely, Thomas Dyer, A. S. Hammond,	Grand Falls, Do. Do. Do. Do. Do. Andover, Do. Saint Basil, Andover, Grand Falls, Andover,	No occupation, Lumberer, Gentleman, Trader, Do. Do. Do. Farmer, Trader, Farmer, Do. Do.	One penny on the pound, do. do. Half penny do. do. do. do. One penny do. do. do. do. do. do.	Final discharge received. do. do. do. do. do. do. do. Final discharge not received. do. do. do. do. do.

25th February, 1859.

W. T. WILMOT, Clerk of the Peace, County of Victoria.

CARLETON COUNTY.

Return, in obedience to the Command of His Excellency the Lieutenant Governor, shewing the Names of all Applicants for relief under the "Act to amend the Law for the relief of Insolvent Debtors," their places of residence, occupation, the amount of compromise offered and accepted, and who have their final discharge under the provisions of said Act.

Names of Applicants.	Residence.	Occupation.	Compromise accepted.	Date of final discharge.
George L. Raymond,	Woodstock,	Esquire,	Three pence on the pound,	27th Sept. 1858.
James H. Russell,	Do.	Yeoman,	One penny on the pound,	
James Teeling,	Do.	Do.	Do.	27th Dec. 1858.
Charles Trafton,	Do.	Do.	Do.	20th Dec. 1858.
Obed Dickenson,	Do.	Do.	Do.	20th Dec. 1858.
William Q. Shaw,	Do.	Gentleman,	Do.	
Gregory Clowes,	Do.	Lumberman,	Do.	10th Dec. 1858.
Joshua Snow,	Do.	No description,	Do.	29th Nov. 1858.
Moses Hovey,	Do.	Yeoman,	Do.	
James M'Cann,	Do.	Merchant,	Do.	7th Jan. 1859.
Issachar C. Noble,	Brighton,	Lumberman,	Do.	
Herbert Sewell,	Do.	Farmer,	Do.	
William Hale,	Northampton,	Do.	Do.	
George H. Thomas,	Wakefield,	Do.	Do.	
William Grant,	Kent,	Do.	Do.	
Stephen G. Shaw,	Simonds,	Do.	Do.	
Samuel R. Nevers,	Brighton,	Do.	Do.	
William Price,	Woodstock,	Yeoman,	Do.	
Robert Hume,	Do.	Do.	Do.	
W. O. M'Michael,	Do.	Do.	Do.	
Moody MaGuire,	Do.	Do.	Do.	
Arthur W. Tompkins,	Brighton,	No description,	Do.	
John Giberson,	Kent,	Do.	Do.	
Stephen H. Estabrooks,	Simonds,	Merchant,	Do.	
Whitfield F. Campbell,	Wakefield,	Farmer,	Do.	
Angus Cameron,	Woodstock,	Carpenter,	Do.	
Gain T. Bridges,	Wicklow,	Millwright,	Do.	
Robert D. Clark,	Woodstock,	Watchmaker,	Do.	
Charles Hartley,	Wicklow,	No description,	Do.	
Nathaniel Rideout, Junior,	Kent,	Yeoman,	Do.	
Enoch Debeck,	Woodstock,	Do.	Do.	
William Boyle,	Do.	Merchant,	Do.	
Thomas E. Hartt,	Simonds,	Farmer,	Do.	
John Stevens,	Woodstock,	Accountant,	Half penny on the pound.	
Alanson Payson,	Do.	Yeoman,	The same.	
John Perkins,	Wicklow,	No description,	Meeting not yet holden.	
Charles Cornelison,	Wakefield,	Farmer,	Do.	
John M'Keon,	Woodstock,	Yeoman,	Do.	
Daniel Gillan,	Brighton,	Farmer,	Do.	
Charles Dewitt,	Simonds,	Do.	Do.	
William H. Crabb, Senior,	Wicklow,	Do.	Do.	
James Dickenson,	Wakefield,	Lumberman,	Do.	
Asabel Seely,	Brighton,	Farmer,	Do.	
Ptolemy T. S. Squires,	Kent,	Do.	Do.	
Robert Melvin,	Brighton,	Labourer,	Do.	
James Derrob,	Wicklow,	No description,	Do.	
Joseph Connell,	Woodstock,	Do.	Do.	
James J. Montgomery,	Simonds,	Do.	Do.	
George Clowes, Junior,	Woodstock,	Yeoman,	Do.	
James Melvill,	Brighton,	Farmer,	Do.	
John Leary,	Woodstock,	Gentleman,	Do.	
Maurice Day,	Brighton,	No description,	Do.	
George M'Donald,	Woodstock,	Do.	Do.	
J. H. Hackett,	Do.	Gentleman,	Do.	
Charles M'Cabe,	Do.	Tailor,	Do.	
William Rogers,	Kent,	Farmer,	Do.	
George W. Wheeler,	Woodstock,	Inn Keeper,	Do.	
John Flanagan,	Simonds,	Lumberman,	Do.	
Alexander Jackson,	Richmond,	Labourer,	Do.	
Lawrence Gallaher,	Woodstock,	Yeoman,	Do.	
Augustus Walsh,	Wakefield,	Do.	Do.	
Isaac L. Cornallison,	Do.	Farmer,	Do.	
Darius Dickinson,	Do.	Labourer,	Do.	
John Dickinson,	Do.	Lumberer,	Do.	
John M'Nutt,	Brighton,	Lumberman,	Do.	
Lothrop H. Wright,	Wakefield,	Farmer,	Do.	
John Wright,	Woodstock,	No description,	Do.	
John R. Jacob,	Do.	Do.	Do.	
John Falconer,	Do.	Yeoman,	Do.	

A. K. SMEDES WETMORE,
Clerk Peace, County Carleton.

Woodstock, 28th February, 1859.

CHARLOTTE COUNTY.

A List of all Persons who applied for relief under the Act to amend the Law of Insolvent Debtors, 21 Victoria, Chap. 17.

Names.	Residence.	Occupation.	Composition offered, &c.
Neil M'Kay,	Saint Stephen,	Carpenter,	Assignees appointed.
Samuel Joy,	Do.	Farmer,	Do.
Isaac Hanson,	Do.	Farmer,	Do.
John L. Gray,	Do.	Mason,	Do.
John Eastman,	Do.	Lumberman,	Three pence per pound.
John D. Wilson,	Saint Andrews,	Merchant,	Assignees appointed.
Constant W. Dimock,	Do.	Merchant,	Do.
Jacob Reed,	Saint David,	Farmer,	One penny per pound.
Angus M. Hanson,	Saint George,	Merchant,	Do.
John H. Hanson,	Do.	Merchant,	Do.
Henry Scott,	Saint Stephen,	Trader,	Do.
James Porter.	Do.	Merchant,	Half penny per pound.
George M. Porter,	Do.	Merchant,	Do.
Henry E. Seelye,	Saint George,	Merchant,	One penny per pound.
John Williams,	Saint Andrews,	Rail Road Contractor,	Withdrawn.
Joshua Babb,	Saint James,	Lumberer,	Petition filed.
John L. Cunningham,	Saint Andrews,	Laborer,	Do.
Benj. L. Cunningham,	Do.	Laborer,	Do.
Hubert M'Lachlin,	Saint George,	Teacher,	Do.
Adoniram J. Small,	Saint Andrews,	Tinsmith.	Do.

None of the above have received a final discharge.—Dated 28th February, 1859.

WELLINGTON HATCH,
Clerk of the Peace.

QUEEN'S COUNTY.

Return of Applicants for relief under the Act to amend the Law for the relief of Insolvent Debtors.

Names.	Residence.	Occupation.	Composition.	Final Discharge.
1 Bartlett Lingley,	Gagetown,	Merchant,	£5 in gross,	Refused.
2 George Dunn,	Chipman,	not stated,	5s. in the pound,	Granted.
3 Nelson A. Fairweather,	Johnston,	Farmer,	Half penny do.	These not determined as to final discharge.
4 John Hutchison,	Gagetown,	Lumberer,	One penny do.	
5 Joseph L. Mullin,	Cambridge,	Teacher,	Half penny do.	
6 Willett Green,	Johnston,	Woodboatman,	One penny do.	
7 Thomas Davis,	Chipman,	Trader,		
8 Daniel M'Carthy,	Petersville,	Lumberer,	These cases not yet heard.	
9 James M'Colliam,	Chipman,	Do.		
10 Samuel Clark,	Brunswick,	Do.		
11 Robert Dunn,	Chipman,	Do.		
12 Samuel Fairweather,	Johnston,	Woodboatman,		
13 William Allan,	Gagetown,	Farmer,		
14 William Cole,	Brunswick,	Do.		
15 Bartlett Lingley, a second application.				

T. R. WETMORE,
Clerk Peace, Queen's County.

Clerk's Office, Queen's County, Gagetown, 1st March, 1859.

SUNBURY COUNTY.

List of Applicants for relief under the "Act to amend the Law for the relief of Insolvent Debtors."

Name of Applicant.	Residence.	Occupation.	Compromise offered, &c
1 Amos P. True,	Lincoln,	Farmer,	Id. on the £, accepted.
2 Sam. A. Nevers,	Burton,	Do.	Do. do.
3 Thomas P. Upton,	Sheffield,	Do.	Do. do.
4 John Thompson,	Burton,	Shoemaker,	Do. do.
5 } Robert Lunn, and } 6 } Thomas Lunn, }	Sheffield,	Lumbermen,	Do. do.
6 James Johnson,	Maugerville,	Farmer,	Time appointed for meeting not yet arrived.

I hereby certify the foregoing to be a true list of the persons who have applied for relief under the above Act in the County of Sunbury, and that no final discharge in either of the above cases has been filed in my Office.—Dated the seventh day of March, A. D. 1859.

GEO. J. BLISS, Clerk Peace, Sunbury.

KING'S COUNTY.

A Nominal List of all Applicants for relief under the "Act to amend the Law for the relief of Insolvent Debtors" within King's County.

Names.	Residence.	Occupation.	Compromise, &c.
James M. Hallet, } Frederick T. Stevens, } John Mahoney, Samuel B. Belding, Henry P. Otty,	Studholm, Westfield, Hampton, Hampton,	Merchants, Trader, Tanner, Mill owner and Lumber Dealer,	Assignees chosen. None yet offered. One shilling in the Pound. None offered.
David Banister, John Brown, Alfred A. Price, William A. Keith, Joseph R. Smith, James E. Keith, William J. Fowler, Gabriel Fowler, Samuel Fowler, Jacob Snider, William Doherty.	Sussex, Studholm, Studholm, Studholm, Studholm, Studholm, Studholm, Studholm, Studholm, Studholm, Westfield,	Labourer, Farmer and Labourer, Labourer, Farmer, Farmer, Farmer, Farmer and Lumberer, Farmer and Lumberer, Farmer and Lumberer, Farmer and Lumberer, Labourer,	One half penny in the £. One farthing. One farthing. Assignees appointed. Two pence in the Pound. Meeting not yet held. Meeting not yet held. Meeting not yet held. Meeting not yet held. Meeting not yet held. Meeting not yet held.

None of the foregoing persons have as yet received the final discharge under the provisions of the said Act.

E. B. SMITH, Clerk of the Peace, King's County.

Kingston, February 25th, 1859.

COUNTY OF WESTMORLAND.

Names of Persons applying for relief under the Insolvent Act, 21st Victoria, Cap. 1.

Names.	Residence.	Occupation.	Compromise accepted.	Final discharge.
Joseph Salter,	Moncton,	Ship Builder.	½d. in the pound,	Final discharge.
John M'Kinzie,	Do.	Merchant,	½d. do.	Do.
Stephen Gooden and Edward C. Gooden,	} Bay Verte,	Merchants,	½d. do.	Do.
James Spence,					Moncton,	Innkeeper and Trader,	1d. do.
Malcolm Cochran,	Do.	Ship Builder,	½d. do.	Do.
George E. Mills,	Do.	Yeoman,	1d. do.	Do.
Archibald M'Kay,	Do.	Ship Carpenter,	½d. do.	Do.
William L. Prince,	Do.	Merchant,	½d. do.	Failed.
William Crandall,	Salisbury,	Farmer,	½d. do.	Final discharge.
Stephen F. Price,	Do.	Laborer,	½d. do.	Do.
William Blizard,	Dorchester,	Trader,	½d. do.	Do.
Tyle Price,	Moncton,	Farmer,	½d. do.	Do.
John A. Steves,	Salisbury,	Lumberer,	½d. do.	Failed.
Charles D. Lockhart,	Moncton,	Innkeeper, Ship Carpenter,	½d. do.	Final discharge.
John Brown, Junior,	Salisbury,	Farmer,	½d. do.	
John Scott,	Moncton,	Do.	½d. do.	
John A. Weldon,	Do.	Do.	½d. do.	
Donald M'Intosh,	Do.	Merchant,	1s. do.	Final discharge.
Joshua Marney,	Salisbury,	Farmer,	½d. do.	
John Marley,	Moncton,	Do.	½d. do.	Final discharge.
James Herries,	Do.	Shopkeeper,	6d. do.	
Aaron Jones,	Do.	Farmer,	½d. do.	
John Wiseman,	Do.	Teacher,	1d. do.	
Joel Crandall Everett,	Sackville,	Auctioneer,	½d. do.	
Hiram Dickey Burns,	Do.	Clerk,	½d. do.	
John W. O'Corcoran,	Moncton,		½d. do.	
James Boyd,	Do.	Farmer,	1d. do.	
Gideon West,	Dorchester,	Trader,	½d. do.	
R. C. Norris,	Salisbury,	Do.	1d. do.	
James A. Gardiner,	Moncton,	Shopkeeper,	1d. do.	
John Bent,	Westmorland,	Merchant,	}	Notice of Meetings in these cases published for certain times not yet elapsed.
John Sinclair,	Dorchester,	Stone Cutter,		
Joseph Steves,	Salisbury,	Yeoman,		
Benjamin Crandall,	Do.	Farmer,		
Henry W. Baldwin,	Moncton,	Merchant,		
William L. Prince,	Do.	Do.		
William Watherston,	Do.	Mechanic,		
John A. Steeves,	Salisbury,	Lumberer,		
George W. Taylor,	Do.	Yeoman,		
Ratchford Goddard,	Do.	Lumberman,		
Mathew Gay,	Sackville,	Ship Carpenter,		
Henry King,	Westmorland,	Farmer,		

March 3, 1859.

ED. B. CHANDLER. Clerk of the Peace.

ALBERT COUNTY.
List of Applicants for relief under the Act 21st Victoria Chapter 17, to "Amend the Law for relief of Insolvent Debtors," in the County of Albert.

No.	Names.	Residence.	Occupations.	Compromise, &c.
1.	Robert C. Blake,	Hopewell,	Mechanic, formerly Trader, &c.,	Half penny on the pound. Accepted.
2.	Richard Gross,	Hillaborough,	Farmer, formerly Mail Contractor,	do. do.
3.	John Bishop,	Hopewell,	Shipbuilder,	1d on the pound.
4.	J. M. Kay & C. M. Kay,	Hillaborough,	Carpenters, formerly Shipbuilders,	2d do.
5.	William G. Pipes,	Hopewell,	Clerk, formerly Trader, Shipbuilder, &c.	2d on the pound offered. Not accepted.
6.	Azor W. T. Betts,	Do.	Shipbuilder,	Meeting of Creditors to be had.
7.	James Acton,	Elgin,	Lumberer,	Do.
8.	Edwin W. Mitchell,	Coverdale,	Farmer,	Do.
9.	Ward Edgett,	Hillaborough,	Trader,	Do.
10.	William Wilson,	Do.	Yeoman, Lumberer,	Do.

There has not yet been a final discharge in any of these cases to my knowledge.—Dated this 28th February, 1859. S. G. MORSE, Clerk of the Peace, Albert.

NORTHUMBERLAND COUNTY.
List of Applicants for relief under the Act 21st Victoria Cap. 17, to "Amend the Law for relief of Insolvent Debtors," in the County of Northumberland.

Names of Applicants.	Residence.	Occupation.	Amount of Compromise offered and whether accepted or not.	Assignees appointed.	List of Applicants who have received their final discharge.
John Mackie,	Chatham,	Merchant,	Six pence on the Pound,	Assignees appointed.	John Mackie.
John H. Dunphy,	Ladlow,	Lumberer,	One Penny do.	Do.	John H. Dunphy.
Edward Daley,	Chatham,	Merchant,	Six pence do.		Robert Marshall.
Robert Marshall,	Do.	Do.	Three pence do.		George W. Chaplin.
George W. Chaplin,	Northesk,	Lumberer,	Six pence do.		
Davis P. Howe,	Chatham,	Printer,	Six pence do.		
Joseph Hubbard,	Northesk,	Lumberer,	Two pence do.		
Alexander Goodfellow,	Alnwick,	Trader,	Three pence do.		
Jared Tozer,	Northesk,	Lumberer,	One penny do.	Assignees appointed.	
John R. Nicholson,	Formerly Shippigan, now Chatham,	Trader,	One penny do.		
Robert Bishop,	Newcastle,	Carpenter,			
Benjamin Williston,	Hardwicke,	Lumberer,			
David Ferguson,	Northesk,	Do.			
Jedediah S. Carvell,	Chatham,	Stage Driver,			
John T. Astle,	Nelson,	Lumberer,			
Alexander Fraser,	Nelson,	Merchant,			
John M. Donald,	Chatham,	Lumberer,			
William Mills,	Blackville,	Inn Keeper,			
Peter Stewart,	Hardwicke,	Lumberer,			
Alexander M. Rae,	Do.	do.			
Donald M. Rae,	Do.	do.			
John Stewart,	Nelson,	do.			
Wm. Mason, Jun.	Newcastle,	Merchant,			
Daniel Crudenan,	Chatham,	Trader,			
James Walsh,	Newcastle,	Laborer,			
Pat. M. Laughlin,	Blackville,	Lumberer,			

Clerk's Office, Newcastle, 26th February, 1859. SAM. THOMSON, Clerk of Peace, Northumberland.

KENT COUNTY.

List of Applicants for relief at the Office of the Clerk of the Peace for the County of Kent, under the "Act to amend the Law for the relief of Insolvent Debtors."

- No. 1. Sylvester H. Wathen, Merchant, Richibucto; composition of one penny on the pound, offered and accepted; final order for discharge obtained 29th November 1858.
2. John Power, Kingston; composition of one penny on the pound offered and accepted; final order for discharge obtained 29th November 1858.
3. John Graham, Weldford; composition of one shilling on the pound offered and not accepted.
4. John Andrews, Buctouche; no meeting of Creditors.
5. John L. Dwyer, Trader, Richibucto; no meeting of Creditors.
6. Alexander F. Morrison, Painter, Richibucto; no meeting of Creditors.
7. Angus Hubert, Shoemaker, Dundas; no meeting of Creditors.
8. James R. Creelman, Richibucto; no meeting of Creditors.

C. J. SAYRE, *Clerk Peace, Kent County.*

28th February, 1859.

GLOUCESTER COUNTY.

Bathurst, 28th February, 1859.

SIR,—In reply to your Circular of date the 22nd February instant, I have to state for the information of His Excellency the Lieutenant Governor, that no application has ever been made to me by any person whatever for relief under the Act of 21st Victoria Chap. 17, intituled "An Act to amend the Law for the relief of Insolvent Debtors."

I have the honor to be, Sir, your obedient servant,

THEOPHILUS DESBRISAY,
Clerk of the Peace, Gloucester.

To the Honorable Samuel L. Tilley, Provincial Secretary, &c. &c. &c.

RESTIGOUCHE COUNTY.

A Nominal List of all Applicants for relief under the "Act to amend the Law for the relief of Insolvent Debtors," &c. in compliance with a Circular from the Office of the Provincial Secretary, dated 22d February, 1859.

SIR,—In answer to the above Circular I have the honor to report, that in the County of Restigouche not a single application has been made for relief under the above Act.

Dated Dalhousie, County Restigouche, 28th February, 1859.

Your obedient servant,

A. BARBERIE, *Clerk of the Peace.*

The Honorable S. L. Tilley, Provincial Secretary, &c. &c. &c.

BANKS AND OTHER INCORPORATED COMPANIES.

BANK OF BRITISH NORTH AMERICA.

ACCOUNT shewing the whole amount of the Debt and Assets of the Bank of British North America, at the close of the year 1857; and also shewing the amount of its Notes payable on demand, which had been in circulation during every Month of that year, together with the amount of Specie and other Assets, distinguishing each kind immediately available in every such Month, for the discharge of such Notes. (Published pursuant to Royal Charter of Incorporation.)

Debts.	Sterling.	Assets.	Sterling.
Circulation,	£292,626 15 0	Specie,	£294,775 19 7
Other Liabilities,	984,862 19 3	Other Assets,	2,133,482 0 9
Total,	£1,277,489 14 3	Total,	£2,428,258 0 4

1857.	Notes in Circulation. Halifax Currency.	Specie. Halifax Currency.	Notes of other Banks. Halifax Currency.
January,	£774,373 15 0	£288,236 18 9	£58,925 1 0
February,	712,132 0 0	245,437 15 2	61,589 10 4
March,	659,974 5 0	243,246 1 9	46,788 18 8
April,	608,890 5 0	207,592 7 1	53,181 2 11
May,	586,308 15 0	198,606 0 11	61,095 1 11
June,	560,075 0 0	201,000 0 7	67,230 0 11
July,	545,337 15 0	192,637 17 8	62,705 17 0
August,	518,682 10 0	197,910 2 3	42,167 5 4
September,	522,089 10 0	191,556 8 4	50,554 16 3
October,	496,427 0 0	205,179 9 9	47,616 19 6
November,	468,869 15 0	245,662 12 11	47,376 11 9
December,	428,902 5 0	236,454 10 11	43,862 14 5

By order of the Court of Directors.

(Signed)

C. M'NAB, *Secretary.*

*Bank of British North America,
London, 13th May, 1858.*

BANK OF NEW BRUNSWICK.

State of the Bank of New Brunswick on Monday 3rd January 1859, at 10 o'clock, A. M.

Liabilities of the Bank.

Capital Stock paid, -	- £150,000 0 0
Bills in circulation, -	- 64,853 15 0
Net Profits on hand, -	- 17,411 7 10
Balance due to other Banks, -	- 1,488 5 10
Cash deposited, including all sums due from the Bank, not bearing Interest, (its Bills in circulation, Profits, and Balances due to other Banks, excepted), -	- 48,368 5 8
Cash deposited, bearing Interest, -	- 12,264 17 9
Total Liabilities of the Bank, -	- £294,386 12 1

Resources of the Bank.

Gold, Silver, and other coined Metals in its Banking House, -	-	£21,376	5	3
Real Estate, -	-	4,797	2	1
Bills of other Banks, incorporated in this Province, -	-	4,902	12	2
Balance due from other Banks, (in England and the United States,) -	-	41,524	19	11
Debts due to the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, (Balances due from other Banks excepted,) -	-	221,785	12	8
<hr/>				
Total Resources of the Bank, -	-	£294,386	12	1
<hr/>				
Amount of the last Dividend, (declared 1st October 1858,) -	-	£4,500	0	0
Reserved Profits at the time of declaring the last Dividend, -	-	12,642	18	5
Doubtful Debts, -	-	4,000	0	0

I, Thomas A. Sancton, Cashier of the above named Bank, do solemnly swear that the above is true, according to the best of my knowledge and belief.

THOS. A. SANCTON, Cashier.

Sworn before me at Saint John, this 14th day of January 1859.
H. GILBERT, J. P.

COMMERCIAL BANK OF NEW BRUNSWICK.

Statement of the Affairs of the Commercial Bank of New Brunswick on Friday 31st December 1858.

Liabilities.

Capital Stock paid in, -	-	-	-	-	£150,000	0	0
Notes in circulation not bearing interest, -	-	-	-	-	58,449	12	6
Deposits not bearing interest, -	-	-	-	-	31,000	6	0
Do. bearing interest, -	-	-	-	-	13,982	7	11
Net Profits on hand, -	-	-	-	-	18,098	4	10
Balance due to other Banks and Agents, -	-	-	-	-	3,886	5	11
<hr/>							
£275,416 17 2							

Resources.

Bills, Notes Discounted, &c. &c. -	-	-	-	-	£237,866	2	0
Bills of Exchange on hand, -	-	-	-	-	2,277	15	7
Real Estate, -	-	-	-	-	8,000	0	0
Notes of other Banks, -	-	-	-	-	4,356	0	0
Gold, Silver, &c. &c. -	-	-	-	-	11,807	7	4
Due by other Banks and Agents, -	-	-	-	-	11,109	12	3
<hr/>							
£275,416 17 2							

GEO. P. SANCTON, Cashier.

WM. PARKS, President.

CENTRAL BANK OF NEW BRUNSWICK.

State of Central Bank of New Brunswick at 4 o'clock, P. M. on Monday 7th June 1858.

Liabilities of the Bank.

Capital Stock paid in, -	-	-	-	-	£35,000	0	0
Bills in circulation, -	-	-	-	-	49,489	10	0
Balance due to other Banks, -	-	-	-	-	1,273	18	6
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted, -	-	-	-	-	14,178	18	7

Carried forward, £99,942 7 1

	<i>Brought forward,</i>	£99,942	7	1
Amount due from the Bank, bearing Interest,	-	-	-	-
Profits on hand,	-	-	-	-
		20,951	17	7
		16,086	9	4
		<u>£136,980</u>	<u>14</u>	<u>0</u>

Resources of the Bank.

Gold, Silver, and other coined Metals in its Banking House,	-	-	-	-
Bills of other Banks incorporated in this Province,	-	-	-	-
Balance due from other Banks,	-	-	-	-
Amount of all Debts due, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, except Balances due from other Banks,	-	-	-	-
Real Estate,	-	-	-	-
		£4,853	18	6
		3,108	0	0
		375	14	1
		124,075	1	3
		4,568	0	2
		<u>£136,980</u>	<u>14</u>	<u>0</u>

Date and amount of the last Dividend, 2nd June 1857, 4 per cent.	-	-	-	-
Amount of Reserved Profits at the time of declaring the last Dividend,	-	-	-	-
Debts due and not paid, and considered doubtful,	-	-	-	-
		£1,400	0	0
		16,286	10	0
		7,000	0	0

I, Samuel W. Babbit, Cashier of the Central Bank of New Brunswick, do make oath and say, that the foregoing Return is correct and true to the best of my knowledge and belief.

Sworn before me this 7th day of March 1859.
JOHN M'DONALD, J. P.

SAM. W. BABBIT.

We, George Botsford, W. H. Odell, John Simpson, John S. Saunders, and George J. Dibblee, being a majority of the Directors of the Central Bank of New Brunswick, do certify and make oath that the Books of the said Bank indicate the state of facts stated in the foregoing Return, and that we have full confidence in the truth of the said Return so made by the Cashier of the said Bank.

GEORGE BOTSFORD,
J. SIMPSON,
JOHN S. SAUNDERS,
W. H. ODELL,
GEO. J. DIBBLEE.

Sworn before me this 7th day of March 1859.
JOHN M'DONALD, J. P.

State of the Central Bank of New Brunswick at 4 o'clock, P. M. on Monday the 6th December 1858.

Liabilities of the Bank.

Capital Stock paid in,	-	-	-	-
Bills in circulation,	-	-	-	-
Balance due to other Banks,	-	-	-	-
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted,	-	-	-	-
Amount due from the Bank, bearing Interest,	-	-	-	-
Profits on hand,	-	-	-	-
		£35,000	0	0
		28,692	10	0
		6,500	0	0
		13,589	8	3
		14,268	8	1
		17,267	12	2
		<u>£115,317</u>	<u>18</u>	<u>6</u>

Resources of the Bank.

Gold, Silver, and other coined Metals in its Banking House,	-	-	-	-
Bills of other Banks incorporated in this Province,	-	-	-	-
Balance due from other Banks,	-	-	-	-
Amount of all Debts due, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, except Balances due from other Banks,	-	-	-	-
Real Estate,	-	-	-	-
		£2,162	17	6
		882	5	0
		7	1	0
		107,697	14	10
		4,568	0	2
		<u>£115,317</u>	<u>18</u>	<u>6</u>

Date and amount of the last Dividend, 2nd June 1857, $\frac{1}{4}$ per cent. -	£1,400	0	0
Amount of Reserved Profits at the time of declaring the last Dividend,	16,286	10	0
Debts due and not paid, and considered doubtful, - - -	7,000	0	0

I, Samuel W. Babbit, Cashier of the Central Bank of New Brunswick, do make oath and say, that the foregoing Return is correct and true to the best of my knowledge and belief.

Sworn before me this 7th day of March, 1859.
JOHN McDONALD, J. P.

SAM. W. BABBIT.

We, George Botsford, William H. Odell, John Simpson, John S. Saunders, and George J. Dibblee, being a majority of the Directors of the Central Bank of New Brunswick, do certify and make oath that the Books of the said Bank indicate the state of facts stated in the foregoing Return, and that we have full confidence in the truth of the said Return so made by the Cashier of the said Bank.

GEO. BOTSFORD,
J. SIMPSON,
JOHN S. SAUNDERS,
W. H. ODELL,
GEO. J. DIBBLEE.

Sworn before me this 7th day of March 1859.
JOHN McDONALD, J. P.

State of Central Bank of New Brunswick at 4 o'clock, P. M. on Friday 4th March 1859.

Liabilities of the Bank.

Capital Stock paid in, - - - - -	£35,000	0	0
Bills in circulation, - - - - -	22,717	0	0
Balance due to other Banks, - - - - -	6,500	9	7
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted, - - - - -	15,522	2	0
Amount due from the Bank, bearing Interest, - - - - -	19,924	10	6
Profits on hand, - - - - -	17,574	14	8
	<u>£117,238</u>	<u>16</u>	<u>9</u>

Resources of the Bank.

Gold, Silver, and other coined Metals in its Banking House, - - - - -	£5,092	14	1
Bills of other Banks incorporated in this Province, - - - - -	707	0	0
Balance due from other Banks, - - - - -	462	14	6
Amount of all Debts due, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, except Balances due from other Banks, - - - - -	106,408	8	0
Real Estate, - - - - -	4,568	0	2
	<u>£117,238</u>	<u>16</u>	<u>9</u>

Date and amount of the last Dividend, 2nd June 1857, 4 per cent. -	£1,400	0	0
Amount of Reserved Profits at the time of declaring the last Dividend,	16,286	10	0
Debts due and not paid, and considered doubtful, - - - - -	7,000	0	0

I, Samuel W. Babbit, Cashier of the Central Bank of New Brunswick, do make oath and say, that the foregoing Return is correct and true to the best of my knowledge and belief.

Sworn before me this 7th day March 1859.
JOHN McDONALD, J. P.

SAM. W. BABBIT.

We, George Botsford, William H. Odell, John Simpson, John S. Saunders, and George J. Dibblee, being a majority of the Directors of the Central Bank of New Brunswick, do certify and make oath that the Books of the said Bank indicate the state of facts stated in the foregoing Return, and that we have full confidence in the truth of the said Return so made by the Cashier of the said Bank.

GEO. BOTSFORD,
J. SIMPSON,
JOHN S. SAUNDERS,
W. H. ODELL,
GEO. J. DIBBLEE.

Sworn before me this 7th day of March 1859.
JOHN McDONALD, J. P.

CHARLOTTE COUNTY BANK.

State of the Charlotte County Bank on Monday 5th April, A.D. 1858, at 3 o'clock, p. m.

Liabilities of the Bank.

Notes in circulation,	-	-	-	-	-	£12,907	15	0
Reserved undivided Profits,	-	-	-	-	-	2,609	11	8
Amount due to other Banks,	-	-	-	-	-	5,390	4	7
Amount due from this Bank otherwise,	-	-	-	-	-	16,934	9	4
						<u>£37,842</u>	<u>0</u>	<u>7</u>

Resources of the Bank.

Specie in the Bank,	-	-	-	-	-	£2,340	11	5
Assets in Saint John Agent's hands,	-	-	-	-	-	24	14	4
Notes of other Banks,	-	-	-	-	-	54	7	6
Amount due by other Banks,	-	-	-	-	-	903	12	0
Amount due to this Bank otherwise,	-	-	-	-	-	34,518	15	4
						<u>£37,842</u>	<u>0</u>	<u>7</u>

I, C. W. Wardlaw, Cashier of the Charlotte County Bank, do swear, according to the best of my knowledge and belief, that the above is a true and faithful statement of the affairs of the said Bank at 3 P. M. of Monday the 5th day of April, A. D. 1858.

C. W. WARDLAW, Cashier.

Sworn before me this 30th November 1858.
WILLIAM KER, J. P.

We, whose names are hereunto subscribed, Directors of the Charlotte County Bank, do severally state that the Books of the said Bank indicate the above statement of the affairs thereof, and that we have full confidence in the truth thereof.

GEO. D. STREET, President.
JAS. W. STREET,
S. T. GOVE,
DANIEL GILLMOR,
H. H. HATCH.

State of Charlotte County Bank on Monday 4th October, A.D. 1858, at 3 o'clock, p. m.

Liabilities of the Bank.

Notes in circulation,	-	-	-	-	-	£17,443	0	0
Reserved undivided Profits,	-	-	-	-	-	2,811	12	1
Amount due to other Banks,	-	-	-	-	-	2,957	16	4
Amount due from this Bank otherwise,	-	-	-	-	-	17,981	16	0
						<u>£41,194</u>	<u>4</u>	<u>5</u>

Resources of the Bank.

Specie in the Bank,	-	-	-	-	-	£2,347	18	6
Assets in Saint John Agent's hands,	-	-	-	-	-	182	6	4
Notes of other Banks,	-	-	-	-	-	58	7	6
Amount due by other Banks,	-	-	-	-	-	2,876	6	0
Amount due to this Bank otherwise,	-	-	-	-	-	35,729	6	1
						<u>£41,194</u>	<u>4</u>	<u>5</u>

I, C. W. Wardlaw, Cashier of the Charlotte County Bank, do swear, according to the best of my knowledge and belief, that the above is a true and faithful statement of the affairs of the said Bank at 3 o'clock P. M. of Monday the 4th day of October, A. D. 1858.

C. W. WARDLAW, Cashier.

Sworn before me this 7th December 1858.
WILLIAM KER, J. P.

We, whose names are hereunto subscribed, Directors of the Charlotte County Bank, do severally state that the Books of said Bank indicate the above statement of the affairs thereof, and that we have full confidence in the truth thereof.

GEO. D. STREET, *President.*
 JAS. W. STREET,
 S. T. GOVE,
 DANIEL GILLMOR,
 H. H. HATCH.

SAINT STEPHEN'S BANK.

State of the Saint Stephen Bank on the 1st July 1858, at 3 o'clock, p. m.

Due from the Bank.

Capital Stock paid in,	-	-	-	-	-	£50,000	0	0
Bills in circulation,	-	-	-	-	-	30,255	5	0
Net Profits on hand,	-	-	-	-	-	8,156	8	9
Balance due to other Banks,	-	-	-	-	-	6,596	17	1
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted,	-	-	-	-	-	141	15	0
Cash deposited bearing Interest,	-	-	-	-	-	0	0	0
Total amount due from the Bank,						-	-	£95,150 5 10

Resources of the Bank.

Gold and Silver in its Banking House,	-	-	-	-	-	£3,219	4	6
Real Estate,	-	-	-	-	-	1,070	13	2
Bills of other Banks incorporated in this Province,	-	-	-	-	-	1,814	17	6
Bills of other Banks without the Province,	-	-	-	-	-	196	5	10
Balances due from other Banks,	-	-	-	-	-	11,820	14	0
Amount of all Debts due the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, excepting Balances due from other Banks,	-	-	-	-	-	77,028	10	10
Total amount of Resources of the Bank,						-	-	£95,150 5 10

Date and time of declaring the last Dividend, February 28, 1858.

Amount of last Dividend,	-	-	-	-	-	£2,000	0	0
Amount of Reserved Profits at the time of declaring the same,	-	-	-	-	-	6,000	0	0
Amount of all Debts due, not paid, and considered doubtful,	-	-	-	-	-	0	0	0

R. WATSON, *Cashier.*

CHARLOTTE, ss.—On this eighteenth day of February in the year of our Lord one thousand eight hundred and fifty nine, personally appeared R. Watson, Cashier of the Saint Stephen Bank, and made oath to the truth of the statements contained in the preceding Return by him signed, according to the best of his knowledge and belief.

HENRY WEBBER, *J. P.*

The undersigned, a majority of the Directors of the Saint Stephen Bank, hereby certify that the Books of the said Bank exhibit the facts presented in the foregoing Statement or Return signed by their Cashier, and that they have full confidence in the truth of said Return so by him made.

JAMES G. STEVENS,
 S. H. HITCHINGS,
 F. H. TODD,
 Z. CHIPMAN.

State of the Saint Stephen Bank on the 4th January 1859, at 3 o'clock, P. M.

<i>Due from the Bank.</i>				
Capital Stock paid in,	-	-	-	-
Bills in circulation,	-	-	-	-
Net Profits on hand,	-	-	-	-
Balance due to other Banks,	-	-	-	-
Cash deposited, including all sums whatever due from the Bank not bearing interest, its Bills in circulation, Profits, and Balances due to other Banks excepted,	-	-	-	-
Cash deposited bearing Interest,	-	-	-	-
Total amount due from the Bank,	-	-	-	-

£50,000 0 0
40,039 10 0
9,550 9 10
0 0 0
4,367 18 4
0 0 0
£103,957 18 2

<i>Resources of the Bank.</i>				
Gold and Silver in its Banking House,	-	-	-	-
Real Estate,	-	-	-	-
Bills of other Banks incorporated in this Province,	-	-	-	-
Bills of other Banks without the Province,	-	-	-	-
Balances due from other Banks,	-	-	-	-
Amount of all Debts due the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, excepting Balances due from other Banks,	-	-	-	-
Total amount of Resources of the Bank,	-	-	-	-

£5,983 15 4
1,070 13 2
757 10 0
768 5 0
17,532 12 0
77,845 2 8
£103,957 18 2

Date and time of declaring the last Dividend, 1st September 1858.

Amount of last Dividend,	-	-	-	-
Amount of Reserved Profits at the time of declaring the same,	-	-	-	-
Amount of all Debts due, not paid, and considered doubtful,	-	-	-	-

£2,000 0 0
7,000 0 0
0 0 0
£2,000 0 0

R. WATSON, Cashier.

CHARLOTTE, ss.—On this eighteenth day of February in the year of our Lord one thousand eight hundred and fifty nine, personally appeared R. Watson, Cashier of the Saint Stephen Bank, and made oath to the truth of the statements contained in the preceding Return by him signed, according to the best of his knowledge and belief.

HENRY WEBBER, J. P.

The undersigned, a majority of the Directors of the Saint Stephen Bank, hereby certify that the Books of said Bank exhibit the facts presented in the foregoing Statement or Return signed by their Cashier, and that they have full confidence in the truth of said Return so by him made.

JAS. G. STEVENS,
S. H. HITCHINGS,
F. H. TODD,
Z. CHIPMAN.

WESTMORLAND BANK.

State of the Westmorland Bank on Monday the 5th day of July 1858, at 3 o'clock, P. M.

<i>Due from the Bank.</i>				
Capital Stock paid in,	-	-	-	-
Bills in circulation,	-	-	-	-
Net Profits on hand,	-	-	-	-
Balances due to other Banks,	-	-	-	-
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted,	-	-	-	-
Cash deposited, bearing Interest,	-	-	-	-
Total amount due from the Bank,	-	-	-	-

£15,000 0 0
20,695 10 0
137 8 8
0 0 0
5,343 7 7
692 0 0
£41,868 6 3

Resources of the Bank.

Gold, Silver, and other coined Metals in its Vaults, - - -	£3,164	6	0
Bills of other Banks incorporated in this Province, - - -	234	5	0
Balance due from other Banks, - - -	3,144	3	1
Real Estate, - - -	1,196	0	9
Amount of all Debts due, including Notes, Bills of Exchange, also all Stock and Funded debts of every description, except the Balances due from other Banks, - - -	34,129	11	5

Total amount of Resources of the Bank, - - - £41,868 6 3

Last Dividend declared 7th June 1858, 3 per cent. - - -	£450	0	0
Amount of Reserved Profits on hand at time of declaring last Dividend, - - -	2,432	11	7
Amount of Debts due and not paid, and considered doubtful, - - -	0	0	0

I do certify that the above statement is just and correct according to the best of my knowledge and belief.
J. M'ALLISTER, Cashier.

Sworn before me this 22nd day of July 1858.
WILLIAM STEADMAN, J. P.

We do certify that we have full confidence in the statement now signed and attested by the Cashier of this Bank, and believe the facts stated to be correct according to the best of our knowledge and belief.

O. JONES, President.
JOHN HUMPHREY, } Directors.
E. B. CHANDLER, JR. }

Sworn before me this 22nd day of July 1858.
WILLIAM STEADMAN, J. P.

State of the Westmorland Bank on Monday the 3rd January 1859, at 3 o'clock, P. M.

Due from the Bank.

Capital Stock paid in, - - -	£15,000	0	0
Bills in circulation, - - -	22,542	15	0
Net Profits on hand, - - -	121	9	6
Balances due to other Banks, - - -	107	19	10
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted, - - -	2,980	4	2
Cash deposited, bearing Interest, - - -	542	0	0

Total amount due from the Bank, - - - £41,294 8 6

Resources of the Bank.

Gold, Silver, and other coined Metals in its Vaults, - - -	£4,260	0	10
Bills of other Banks incorporated in this Province, - - -	143	12	6
Balance due from other Banks, - - -	2,584	2	1
Real Estate, - - -	1,200	10	9
Amount of all Debts due, including Notes, Bills of Exchange, also all Stock and Funded Debts of every description, except the Balances due from other Banks, - - -	33,106	2	4

Total amount of Resources of the Bank, - - - £41,294 8 6

Last Dividend declared, 3 per cent. - - -	£450	0	0
Amount of Reserved Profits on hand at time of declaring last Dividend, - - -	2,485	5	1
Amount of Debts due and not paid, and considered doubtful, - - -	0	0	0

I do certify that the above statement is just and correct according to the best of my knowledge and belief.
J. M'ALLISTER, Cashier.

Sworn before me this 8th day of January, 1859.
ALEXANDER WRIGHT, J. P.

We do certify that we have full confidence in the statement now signed and attested by the Cashier of this Bank, and believe the facts stated to be correct according to the best of our knowledge and belief.

O. JONES, President.
JOHN HUMPHREY, } Directors.
E. B. CHANDLER, JR. }

Sworn before me this 8th day of January, 1859.
ALEXANDER WRIGHT, J. P.

CENTRAL FIRE INSURANCE COMPANY.

Return and State of the Central Fire Insurance Company of New Brunswick,
on Tuesday 1st March 1859.

STOCK ACCOUNT.

To Amount of Capital paid in, - - - - -	£10,000	0	0
Amount of Capital not paid in, to be secured by Bonds with two Sureties, - - - - -	40,000	0	0
	<u>£50,000</u>	<u>0</u>	<u>0</u>

CR.

By Amount of Capital invested in Bank Stock, Real Estate, and Mortgages on Real Estate, - - - - -	£10,000	0	0
Amount due by Shareholders on Capital not paid in, the greater proportion of which is secured by Bonds with two Sureties, - - - - -	40,000	0	0
	<u>£50,000</u>	<u>0</u>	<u>0</u>

General State of the Company on Tuesday 1st March 1859.

DR.

To Paid by the Company since Return last year for Losses, Dividends, and Contingent Expenses, &c. - - - - -	£2,363	9	0½
Due by the Company on Dividends declared for losses, &c. - - - - -	785	0	7½
Balance in favour of the Company carried down, - - - - -	10,765	16	11½
	<u>£13,914</u>	<u>6</u>	<u>7</u>

CR.

By Balances in favour of the Company, as shewn by last year's Statement, to 2nd March 1858, - - - - -	£10,034	0	7
Due by the Company, per General Statement, for Dividends, Losses, &c. - - - - -	737	7	10
Amount received by the Company, during past year, in Premiums, Interest, Dividends, and from all other resources, - - - - -	3,142	18	2
	<u>£13,914</u>	<u>6</u>	<u>7</u>

1859, March 1.—By Balance in favor of the Company this date, over and above Capital paid in, - - - - - £10,765 16 11½

Total amount of Risks taken by Agents of the Company and General Office during past year, - - - - -	£157,125	0	0
Real Estate owned by the Company, - - - - -	1,162	0	0
Total amount of Losses sustained and paid by the Company during past year, - - - - -	639	11	10
Two Dividends declared the past year by the Company on amount Capital paid in, of six per cent. each, amounting to - - - - -	1,200	0	0

YORK, ss.—William M. Beath, Secretary to the Central Fire Insurance Company of New Brunswick, maketh oath and saith, that the foregoing Statements are correct and true to the best of his knowledge and belief.

WM. M. BEATH, Secretary.

Sworn to at Fredericton this 8th day of March 1859, before me.
SPAFFORD BARKER, J. P.

JOHN S. COY,
THOS. STEWART, } Directors.
R. FULTON,

SAINT JOHN FIRE INSURANCE COMPANY.

Statement of the affairs of the Saint John Fire Insurance Company on Thursday the 6th day of January 1859, at 3 o'clock, P. M.

Aggregate amount of Risks, -	-	-	-	-	-	-£165,300	0	0	
Losses during the preceding year, -	-	-	-	-	-	£3,066	10	1	
Capital actually subscribed and secured, -	-	-	-	-	-	£26,000	0	0	
Capital actually paid in, -	-	-	-	-	-	£5,200	0	0	
Invested and secured, viz :—									
Mortgages on Real Estate, -	-	-	£1,557	3	2				
Stocks in Public Companies, -	-	-	1,745	18	8				
Interest due on Investments, -	-	-	93	12	8				
Cash in hand, -	-	-	815	18	6				
Balance—Being losses and expenses exceed-									
ing Income, -	-	-	987	7	0				
							£5,200	0	0

Residue of Capital secured by Bond of each Stockholder with two approved Sureties.

Dividends for preceding year, none. Real Estate owned by the Company, none.

O. D. WETMORE, *Secretary.*

Saint John, N. B., 6th Jan. 1859.

List of the Stockholders of the Saint John Fire Insurance Company, with the number of Shares owned by each.

Armstrong, Robert	6	Lee, William T. P.	6
Allan, Thomas	4	Longmaid, R. M.	10
Allan, B. J.	4	Millidge, Thomas E.	10
Allan, R. B.	4	Merritt, Charles	20
Almon, Lewis J.	19	Magee, T. S.	10
Adams, William H.	16	M'Lauchlan, Charles	4
Brown, Charles	20	M'Givern, R. P.	4
Bayard, William	20	M'Sweeny, John	8
Bayard, Robertson	20	M'Coskery, John	8
Botsford, A. E.	20	M'Laughlin, D. J.	5
Chandler, E. B.	40	M'Lauchlan, John	5
Carvill, George	10	M'Lean, Allan	30
Chubb, Henry, Estate,	20	Nowlin, George V.	20
Crosby, H. B.	5	Owens, John	20
Cutler, James E.	4	Ritchie, W. J.	40
Duncan, John	20	Reed, James	20
Davidson, William	10	Reed, Robert	20
Daniel, T. W.	4	Robertson, Robert	30
Duff, Charles	10	Reading, Joel	20
Doherty, James & Co.	4	Ring, Zebedee	2
Estabrooks, Charles H.	2	Roop, John	8
Flewelling, John	20	Raymond, T. F.	40
Fairweather, Edwin	10	Seely, Alexander M'L.	20
Hazen, R. L.	20	Stanton, John	40
Hanford, Thomas	4	Stevens, D. B.	4
Hastings, Andrew	4	Smith, Thomas M.	8
Harris, James	4	Scovil, Rev. William	10
Hastings, John	4	Stackhouse, Robert	5
Howard, Stephen	20	Small, Otis	5
Jarvis, William	40	Stubs, Robert	1
Kirk, John	10	Stephenson, Joseph	20

Smith, William	20	Todd, William	15
Tilton, B.	10	Vaughan, Thomas	20
Thomas, George	4	Vaughan, Henry	20
Thorne, E. L.	6	Walker, John	20
Tisdale, T. E. G.	10	Weldon, Charles W.	20
Travis, James	4	Wishart, John	10
Tucker, John	20	Wiggins, Frederick A.	10
Total,.....		1,040 Shares.	

O. D. WETMORE, *Secretary.*

Saint John, New Brunswick, 6th January, 1859.

I, Oscar Davison Wetmore, Secretary to the Saint John Fire Insurance Company, do solemnly swear that the foregoing Statement and List of Stockholders are just and true, to the best of my knowledge and belief.

O. D. WETMORE.

Sworn before me this 22nd day of January 1859.
HENRY G. SIMONDS, J. P.

We, A. M. L. Seely, James Reed, and John T. Stanton, Directors of the Saint John Fire Insurance Company, do solemnly swear that the Books of the said Company indicate the correctness of the statement of Affairs and List of Stockholder hereinbefore made and sworn to by the Secretary thereof, and that we have full confidence in the truth of the statements so made by him.

A. M. L. SEELY,
JAMES REED,
JOHN T. STANTON.

Sworn before me this 22nd day of January 1859.
R. JARDINE, J. P.

NEW BRUNSWICK MARINE ASSURANCE COMPANY.

Return of the Affairs of the New Brunswick Marine Assurance Company for the Year ending 30th June 1858, according to the Act of Incorporation.

Underwritten from 1st July 1857, to 30th June 1858, and Premium thereon,	RISK.			PREMIUM.		
-	-	-	-	-	-	-
	£300,486	0	0	£9,652	9	2
Outstanding Risk,	-	-	-	-	-	-
Written off,	-	-	-	-	-	-
	£51,900	0	0	£1,910	1	6
	248,586	0	0	7,742	7	8
	£300,486	0	0	£9,652	9	2

Saint John, N. B., 3rd July 1858.

G. M. JACK, *Secretary.*

Return of Loss sustained by the New Brunswick Marine Assurance Company to 30th June 1858.

Loss paid on Policies issued prior to 1st July 1857,	-	-	-	-	-	-
Loss paid on Policies issued since 1st July 1857,	-	-	-	-	-	-
Claims on Policies issued prior to 1st July 1857, disputed,	-	-	-	-	-	-
Claims on Policies issued since 1st July 1857, not yet due,	-	-	-	-	-	-
Return Premium and Contingencies to 30th June 1858,	-	-	-	-	-	-
	£10,833	1	11	3,836	10	8
	1,000	0	0	4,986	0	0
	1,259	8	2	-	-	-

Saint John, N. B., 3rd July 1858.

G. M. JACK, *Secretary.*

Return of Assets of the New Brunswick Marine Assurance Company on 30th June 1858.

Capital Stock,	-	-	-	-	-	-	£50,000	0	0
Stockholders' Bonds,	-	-	-	-	-	£25,000	0	0	
Mortgages,	-	-	-	-	-	6,000	0	0	
Debentures,	-	-	-	-	-	2,100	0	0	
City Debts, Corporation Bonds,	-	-	-	-	-	5,400	0	0	
Bank Stock,	-	-	-	-	-	5,500	0	0	
Globe Assurance Company Stock,	-	-	-	-	-	190	0	0	
Bank Deposit on Interest,	-	-	-	-	-	880	0	0	
Bills receivable,	-	-	-	-	-	3,068	0	0	
							<u>£48,138</u>	<u>0</u>	<u>0</u>

Saint John, N. B., 3rd July 1858.

G. M. JACK, Secretary.

G. M. Jack, Secretary to the New Brunswick Marine Assurance Company, maketh oath and saith, that the annexed Returns of the Transactions of the Company during the year ending 30th June 1858, namely, a general statement of the Business transacted, the Loss sustained, with the Assets, are just and true statements of the affairs of the Company as they stood on the 30th June 1858, that there has been no Dividend declared, nor are there any surplus profits at this time.

G. M. JACK.

Sworn before me, at St. John, N. B., this 10th day of July 1858.
H. GILBERT, J. P.

The undersigned Directors of the New Brunswick Marine Assurance Company do hereby certify, that the annexed Returns of the affairs of the Company, namely, a General Statement of the business transacted during the year ending 30th June 1858, a Statement of the Loss sustained, with the Assets, as made up and attested by the Secretary, are substantially correct, that the Books of the Company indicate the state of things set forth, and that they have entire confidence in the fidelity of the said Returns.

JOHN WARD,
GEO. W. WORRALL,
EDWARD SEARS,
D. J. McLAUGHLIN,
JOHN V. THURGAR,
JOHN WISHART,
WM. PARKS,
JOSEPH FAIRWEATHER.

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