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SHUBENACCADIE CANAL.

RETURN to an Order of the Honourable House of Commons,  
dated 4th May 1830 ;—for

COPIES of COMMUNICATIONS between the Lords  
of the Treasury, the Lords of the Admiralty, and  
the Secretary of State for the Colonies, on the  
subject of the SHUBENACCADIE CANAL in Nova  
Scotia.

Ordered, by The House of Commons, to be Printed,  
6 May 1830.

371.

# SHUBENACCADIE CANAL.

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dated 4th May 1830;—for

COPIES of COMMUNICATIONS between the Lords of  
the Treasury, the Lords of the Admiralty, and the  
Secretary of State for the Colonies, on the subject of  
the SHUBENACCADIE CANAL in *Nova Scotia*.

Whitehall,  
5th May, 1830. }

J. PLANTA.

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Ordered, by The House of Commons, to be Printed,  
6 May 1830.

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LETTER from R. W. Hay, Esq., to the Honourable J. Stewart, &c. &c. &c.

Sir, Downing-street, July 27, 1829.  
 I AM directed by Secretary Sir George Murray to transmit to you the Copy of a Despatch from Lieutenant-General Sir Peregrine Maitland, enclosing the Memorial of the Shubenaccadie Canal Company, which has been established in the province of Nova Scotia by an Act of the Legislature of that province, for the purpose of uniting by a Canal the harbour of Halifax with the basin of Mines, praying the assistance of His Majesty's Government to enable them to complete that important work, in which considerable progress has already been made; and I am to request that you will lay the same before the Lords Commissioners of His Majesty's Treasury, acquainting their Lordships that Sir George Murray is induced to recommend the Memorial of the Directors of the Shubenaccadie Canal Company to their Lordships most favourable consideration.

I am, Sir, your most obedient servant,

*R. W. Hay*

LETTER from Sir P. Maitland to the Right Honourable Sir G. Murray, K.C.B. &c. &c. &c.

Sir, Halifax, 27th May, 1829.  
 IT is, I believe, known to you, that in the year 1826 a Company was incorporated in this colony, under an Act of the General Assembly, for the purpose of uniting by a Canal the harbour of Halifax with the basin of Mines, an undertaking of very great magnitude, when the means of the province are considered.  
 So obvious, however, were the facilities afforded by nature, and so many the advantages the work was thought to promise, that investments to a considerable amount were readily made, and the Legislature having granted 15,000 *l.* in aid of the undertaking, the Company were encouraged to commence the work, which has made considerable progress in the last year; of the five sections into which it is divided, two are nearly finished. Having visited these, I have much pleasure in stating my opinion, that the sum expended, somewhat exceeding 25,000 *l.*, has been judiciously and economically applied.

According to the survey and estimate of the remaining portion of the improvement it is by no means of more difficult accomplishment than that which has been completed, but the further sum of 50,000 *l.* will be wanted to accomplish the work. The Company, seeing little prospect of obtaining so large a sum in this province, have addressed a memorial to me, in hope that their representation may induce His Majesty's Government to afford them some assistance.

This memorial, accompanied by a Map, Plan, and Estimate of the work, I have the honour to transmit for your consideration.

If it appeared to me that after the perusal of these documents any other light could be thrown upon the subject, I should be happy to anticipate the call for information, but I am satisfied that, added to your personal acquaintance with this country, more will not be necessary to enable a judgment every way better than mine to estimate fairly the value of the work, both in a commercial and military point of view.

I must not omit, however, in reference to the allusion of the memorialists as to the advantage which the completion of the work would afford to our naval establishment at Bermuda as well as at Halifax, to state to you, that the sentiments of the Admiral commanding on this station acquiesce with those expressed by the Company, and that that experienced officer has acquainted me that he is induced from considerations connected with the naval service to take a very lively interest in the undertaking.

I have, &c.

(signed) *P. Maitland.*

ADDRESS of the Shubenaccadie Canal Company, to His Excellency  
Sir P. Maitland.

To His Excellency Lieutenant-General Sir Peregrine Maitland, Knight  
Commander of the most honourable Military Order of the Bath, Lieu-  
tenant-Governor and Commander-in-Chief in and over His Majesty's  
Province of Nova Scotia, and its Dependencies, &c. &c.

The Memorial of the President and Directors of the Shubenaccadie Company.

May it please your Excellency :

THE association of which your memorialists are the officers was founded in 1826, for the purpose of connecting the harbour of Halifax by an inland navigation with the basin of Mines, at the head of the Bay of Funday.

For encouraging this important enterprize, the Provincial Assembly passed an Act under which letters patent of incorporation were granted to the Company, and its objects were further promoted by a donation of 15,000 *l.* from the Legislature, payable in proportion to the progress of the works.

With this aid, and subscription in Halifax and its vicinity of 18,000 *l.* towards raising the capital of 60,000 *l.* required for the undertaking, your memorialists were enabled to commence it, and have had the satisfaction of witnessing the public anxiety for its early completion.

For opening this canal, facilities so unusual exist in the deep and extensive lakes and river course of the Shubenaccadie, that on the whole line from Halifax Harbour to the basin of the Mines, a space of nearly 60 miles, only a short distance requires the operation of excavation and embankment, the remainder being now navigable water, or easily made so by the insertion of locks and dams at proper intervals. The extent of artificial works originally contemplated is particularly detailed in the accompanying Statement and Estimate, to which your memorialists respectfully refer ; and by which it will appear that the whole line could have been made navigable for ordinary coasting vessels drawing eight feet of water for 75,000 *l.* currency ; including the purchase of lands, and steam and tow boats, with all attendant expences, recent alterations, attended with very important advantages, have been adopted, by which this estimate is increased to about 84,000 *l.* for the whole.

For the execution of the five sections into which the canal line is divided, exclusive of the late additional works, tenders were received by your memorialists at the price of 62,000 *l.* ; but owing to the insufficiency of the present subscription, they were at first obliged to confine themselves to contracts for the completion of the second and third section : these, the most tedious and difficult, though not the most expensive, have been commenced, and are now on the point of completion for about 22,000 *l.*

The fourth section and part of the fifth have been recently contracted for at the price of 11,800 *l.* ; the shareholders have already paid up nearly all their subscriptions, a balance only of about of 3,000 *l.* remaining uncollected, and the works are rapidly proceeding under the superintendence of an engineer of experience and character.

The value and fertility of the districts around the Bay of Funday, and bordering on the Shubenaccadie, and the abundance of their agricultural produce, timber, coals, building materials, lime, gypsum, slate and other minerals, will, through this navigation, contribute more largely to the consumption and exports of Halifax, and when the lapse of a few years shall have brought these great internal resources into operation, will compensate this Company for its expenditure. But the very limited capital of this young colony is required for so many purposes more immediately productive, that, notwithstanding the munificence of the Legislature, there exists not at present much prospect of obtaining in this province the sum still wanting for the objects of the Company.

Under these circumstances, your memorialists find it necessary to apply through your Excellency to His Majesty's Government, respectfully to submit some views of the importance of this undertaking to the security and defence of Nova Scotia and New Brunswick.

During the late wars with the United States, the communication between Halifax and the city of St. John was principally maintained by the long and dangerous passage round the south and west coasts of the province into the Bay of Funday,

captures were frequent, and the losses and delays in every branch of the public service in that quarter were numerous and severe ; in one ship of war alone, bound to that city, a sum of money was lost nearly equal to the capital required by this Company. Should hostilities again unfortunately occur between that government and Great Britain, the canal now commenced will obviate the greater part of the difficulties formerly encountered, it will provide a safe and expeditious mode of conveyance for troops and military stores from one province to another, and by means of the steam-boats intended to be used thereon, will enable the local governments to concentrate their means of defence with ease and rapidity.

The passage from Halifax to the mouth of the Shubenaccadie will be effected within 24 hours, and from thence to St. John's, a distance of about 90 miles, within nearly the same time, and under all circumstances of winds and tides. In these essential advantages of safe and expeditious intercommunication, the Canadas, as connected with New Brunswick, will also participate.

There are also other benefits to be derived to the naval establishment at Halifax. The interior of this province produces oak, elm, white pine, and other valuable timber, which the expense of land-carriage now almost excludes from this market, but which through the canal will be amply supplied for this dock-yard. This is now occasionally done, but under what great disadvantages may be known from the fact, that its officers have been recently obliged to pay the price of 50 s. the ton for timber purchased for 10 s. on the canal line, within 25 miles from Halifax, the difference between these sums arising from the expensive carriage by sea round the province. On these and many other articles required for the naval service, a saving of nearly one half of their present prices will result to His Majesty's Government from opening this communication, and thus, in the course of a few years, an ample equivalent be obtained from any assistance bestowed on the Company.

To complete the whole canal, and establish steam-boats for its navigation, it is estimated that 50,000*l.* will suffice, in addition to the funds now provided ; and should the countenance and support of Government be extended to the Company, no doubt is entertained that the whole will be completed in 1831 ; the certainty that funds for its prosecution are acquired, will induce many of the present stockholders to extend their subscriptions, and the friends of the colony in England to subscribe for the remaining shares.

This result the Legislature in its last session again manifested their anxiety to promote, by passing an Act for appropriating, for ten years, the yearly amount of 1,500*l.* currency, in furtherance of the objects of the Company.

If, impressed with the importance of the enterprize, His Majesty's Government consider it desirable to acquire, for all branches of the public service, the right of passing through the canal toll-free, as was done in the case of the Welland Canal, in Upper Canada, the Company humbly offer that privilege as an inducement for granting in aid thereof a sum bearing a reasonable proportion to its usefulness.

In this event a free passage for troops, stores and ordnance supplies, and for all military and naval purposes, will be secured to His Majesty's Government by the Company ; the communication between the depôts at Halifax and the adjacent province, and the whole extent of the Bay of Funday, be rendered safe and expeditious, and the arrival of military assistance at any given point be calculated upon within the space of a few hours, and with entire certainty.

The support provided by the mother country for the prosecution of a similar enterprize in Upper Canada, the benefits already conferred by His Majesty's Government on Nova Scotia, the powerful impulse which the success of this undertaking will give to every branch of our industry, and the necessity of acquiring for Halifax, as a free port, the advantages of inland navigation, give your memorialists every confidence that measures connected with the prosperity of this loyal colony will readily obtain the countenance of His Majesty's Ministers ; and when your memorialists refer to the high rank which has always been assigned to this canal among our internal communications, and to your Excellency's known attention to the public works, they feel assured of a ready acquiescence in their request, that your Excellency will be pleased to transmit this memorial for the favourable and early consideration of His Majesty's Government.

By order, and in presence of the Board,

Halifax, }  
20th May 1829. }

*Michael Wallace*, President.  
*Charles N. Fairbanks*, Secretary.

LETTER from the Right hon. J. W. Croker, to G. Dawson, Esq. &c. &c. Treasury.

Sir,

Admiralty Office, August 1st, 1829.

I am commanded by my Lords Commissioners of the Admiralty to send you herewith copy of a letter and its enclosures from Rear Admiral Sir Charles Ogle, the Commander-in-Chief on the Halifax Station, recommending to their Lordships notice the application of the Directors of the Shubenaccadie Canal (by which it is proposed to form a direct water communication between the town of Halifax and the Bay of Funday) to the protection of His Majesty's Government, and I am to request you will lay the same before the Lords of His Majesty's Treasury, for their information and determination.

I am, Sir, your most obedient humble servant,

*J. W. Croker.*

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LETTER from Sir Charles Ogle, bart. to the Right hon. J. W. Croker.

Sir,

Hussar, in Halifax Harbour, 26th May 1829.

IN submitting to the Lords Commissioners of the Admiralty the enclosed address, with its accompanying memorial, map, plan, estimate and abstract, from the Directors of the Shubenaccadie Canal, I beg you will state to their Lordships, that I have taken some pains to make myself acquainted with the details, and have visited the line of works now carrying on, which I consider well executed.

Impressed with the importance of this loyal province to His Majesty in every relation with the United States of America, I cannot but view a free communication with Halifax from the Bay of Funday, both as regards its own supplies, as well as our maritime necessities, and the facility of succouring the neighbouring province, by transporting troops, naval stores, &c. as objects of deep interest to the United Kingdom, and therefore humbly recommend the prayer of the memorialists to the favourable consideration of their Lordships.

The advantage to His Majesty's government of securing the right of passage toll free, appears to me, in the event of war, of great consequence; and I beg to refer their Lordships to the agents, Messrs. Bainbridge and Fairbanks, for such further information as they may require.

I am, &c.

(signed) *Cha. Ogle.*

Rear Admiral and Commander-in-Chief.

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To Sir Charles Ogle, baronet, Rear Admiral of the Red, and Commander-in-Chief of His Majesty's Ships and Vessels on the North American Station.

Sir,

WE, the Directors of the Shubenaccadie Canal Company, respectfully beg to state, that for the purpose of soliciting the support of the Right honourable the Lords Commissioners of the Admiralty to the undertaking in which the Company are employed, a memorial has been addressed to their Lordships, which we have now the honour to submit.

By opening, from the centre of the province, from Halifax to the bason of Mines an inland navigation, safe, cheap and expeditious, it is admitted that the advantages possessed by this port as a naval station will be greatly extended. The works have hitherto proceeded successfully, and for their completion requiring those funds which this province cannot yet supply. To obtain these we now ask the assistance both of their Lordships and of His Majesty's Government, under the confident belief that an enterprize of acknowledged utility, and of the first importance to this town, will be favoured with the same aid which has been so liberally afforded in other cases.

The nature of this canal navigation, its value in reference to the naval yard here, its connection with the military defence of these provinces, are, with the appreciations of the Company, intended to be submitted to His Majesty's Govern-

ment by Messrs. Fairbanks and Bainbridge, the gentlemen recently appointed to act in its behalf as agents in London, and the Directors will be much gratified if it should be in your power to give their exertions your favourable recommendation, and to explain those views which from your residence here you may have been enabled to form on these subjects.

The interest you have shown on several occasions in favour of the commerce of the province, induces us very respectfully to prefer our request, that you will be pleased to transmit the memorial of this Board to their Lordships, in such way as you may deem most effectual for its success, and with your sanction of the object of the Company, and accompanied with a reference to those agents for any explanation that may be required.

By order, and in presence of the Board,

(signed) *Mich. Wallace,*

Halifax, 16th May 1829.

*Charles R. Fairbanks,* Secretary.

To the Right Honourable the Lords Commissioners of the Admiralty.

The MEMORIAL of the Directors of the Shubenaccadie Canal Company of Halifax, Nova Scotia,

Most respectfully sheweth,

THAT your Memorialists, on the part of the Company over whose affairs they preside, are desirous of bringing under the notice of your Lordships the nature and objects of the undertaking in which they have engaged.

The port of Halifax, most favourably situated for the prosecution of commerce and the fisheries, and as a military and naval station acknowledged to be of the first importance to the colonies, has hitherto been deprived of the abundant resources of the interior. The interval which separates the capital from the fertile shores of the Bay of Funday is too great to permit, in any quantity, the transport of heavy articles by land carriage, and the voyage round the western extremity of the province is long and dangerous; these impediments had long directed attention to the facilities for opening a water communication through the centre of the province, and accurate survey having established the practicability of uniting the harbour with the basin of Mines, at a moderate expense, this Company was incorporated in 1826 for the purpose.

Your memorialists beg to state, that the space from sea to sea, by the canal line, is about 60 miles, principally occupied by large lakes and the river course of the Shubenaccadie: that the extent of artificial works is very limited; that the navigation is constructing of a depth sufficient for sea-going vessels, drawing eight feet of water, and of about 100 tons burthen; that contracts have been entered into for the principal and most difficult parts of the work, at an expense of 33,000*l.*; that these are so far executed, that nearly twenty miles of the navigation will be opened during the present season, and should sufficient funds be obtained, your memorialists have every confidence that the whole line will be completed within the two following years. An inspection of the accompanying Map fully shows its importance; while the operations hitherto have most fully confirmed the impression of the practicability of this work. The public conviction of its usefulness has been manifested by a donation of 15,000*l.* from the local legislature, and by subscriptions from individuals here to the amount of 18,000*l.* currency of Nova Scotia, of which nearly the whole is paid. In its last session also, a further aid of 1,500*l.* per annum for ten years, was granted by the Assembly to promote the objects of the Company, and although the shareholders have never expected immediate remuneration, yet, considering the rapid growth of the province, and the abundance and variety of articles for which water-carriage is required, they entertain well-grounded hopes of eventually realizing an ample revenue. Nevertheless, under the present circumstances of the colony, it is not possible to obtain here the whole funds required to complete this navigation.

If your memorialists rightly appreciate the importance of being able from Halifax to communicate with St. John's, New Brunswick, within, at furthest, sixty hours, and of conveying from thence to any point on the Bay of Funday, within the same or less time, and with ease and certainty, either troops, military stores or assistance, and of maintaining, in time of war, should it again unfortunately occur with the American States, an intercourse with the interior of this and the sister provinces,

safe



safe from hostile aggression, and with that rapidity which the use of steam-boats ensures, then it is humbly submitted that on all these points the undertaking of this Company is most closely connected with those extensive measures of defence which are now in progress in Halifax, and that it will tend in a very essential degree to the security of these important possessions.

Yet further your memorialists are enabled to state, that were the canal open, the expenditure now making by His Majesty's Government at Halifax would be considerably diminished, by the very reduced prices at which building materials would be furnished to the departments here, these existing in great abundance on the canal line, within a short distance from Halifax; for the naval yard also, supplies of valuable pine, oak and other timber, from that quarter, would be immediately obtained, and at nearly one fourth part of the price which on several occasions have, owing to the expense of transportation, been actually paid for timber brought from thence for the public service in this port.

Your memorialists have been informed, that in the case of the Welland Canal Company, in Upper Canada, a work, although more expensive, not as long as the Shubenaccadie Navigation, and perhaps in many points of view not more useful, His Majesty's Government was pleased to secure to itself, in return for a portion of the assistance conferred, the right of passage toll free, for ever, for troops, stores and articles for the public service: the like privileges your memorialists, in behalf of this Company, freely offer to His Majesty's Government, if it should be thought advisable to acquire it for the public, and on such terms as your Lordships may deem an equivalent therefor. They have also understood that the operations of that Company have been otherwise and very extensively assisted.

Under similar circumstances, prosecuting a most useful public work in a new country where sufficient capital cannot be obtained, and confident that the interests of this province are, equally with those of Canada, objects of attention to your Lordships, your memorialists respectfully solicit the favour and support of your Lordships to the enterprize of the Shubenaccadie Canal Company, and humbly pray that your Lordships will be pleased, in such manner as shall be deemed proper on this occasion, to grant to the Company that assistance which will enable your memorialists, by obtaining the necessary funds, to prosecute the important objects they have undertaken, and to bring their enterprize to an early and successful termination.

By order, and in presence of the Board,

Halifax, }  
20th May 1829. }

(signed) *Michael Wallace*, President,  
*Charles R. Fairbanks*, Secretary.

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Copy of TREASURY MINUTE, dated 31st August, 1829.

READ letter from Mr. Hay, dated 27th ult., transmitting, by direction of Secretary Sir George Murray, copy of a despatch from Lieutenant General Sir Peregrine Maitland, enclosing the memorial of the Shubenaccadie Canal Company, which has been established in the province of Nova Scotia by an Act of the Legislature of that province, for the purpose of uniting by a canal the harbour of Halifax with the basin of Mines, praying the assistance of His Majesty's Government to enable them to complete that important work, in which considerable progress has already been made, and Mr. Hay states that Sir George Murray is induced to recommend the memorial of the Directors of the Shubenaccadie Canal Company to the favourable consideration of my Lords.

Read also a letter from the Secretary to the Admiralty, dated 1st instant, transmitting, by direction of the Lords of the Admiralty, copy of a letter and its enclosures from Rear Admiral Sir Charles Ogle, the commanding officer on the Halifax Station, recommending to the notice of the Lords of the Admiralty the application of the Directors of the Shubenaccadie Canal, by which it is proposed to form a direct water communication between the town of Halifax and the Bay of Funday.

Acquaint Mr. Hay, for the information of Secretary Sir George Murray, that my Lords are anxious to promote the completion of the work in question, from an opinion of its utility, and from regard to a province distinguished for its loyalty and attachment to His Majesty.

My Lords, however, do not feel that they could act more liberally in this case than in any other similar instances, in which assistance has recently been solicited and obtained.

Considering, therefore, what was done in the case of the Welland Canal, my Lords are prepared, when they shall be satisfied that funds will be forthcoming for the completion of the work, to recommend to Parliament to make a loan, secured on the canal, of 20,000*L.*, to the Directors of the Shubenaccadie Canal, to be repaid in ten years, with interest at the rate of four per cent.

Acquaint the Secretary of the Admiralty with this communication to Mr. Hay, for the information of the Lords Commissioners of the Admiralty with reference to his letter of the 1st August.

LETTER from R. W. Hay, Esq. to the Honourable J. Stewart.

Sir,

Downing-street, 6th April, 1830.

WITH reference to your letter of the 7th September last, stating that the Lords Commissioners of the Treasury, so soon as they should be satisfied that funds will be forthcoming for the completion of the Shubenaccadie Canal, would be prepared to recommend to Parliament to make a loan, secured on the canal, of 20,000*L.*, to the Directors of the Shubenaccadie Canal, to be repaid in ten years, with interest at the rate of four per cent., I am now directed by Secretary Sir George Murray to transmit to you the copy of a letter from Messrs. Fairbanks and Bainbridge, the agents to the Company, stating that the funds for the completion of the work are now forthcoming, and requesting that the necessary measures for affecting the loan may be brought before Parliament at an early period, and I am to request that you will lay the same before the Lords Commissioners of the Treasury, for their Lordships consideration and decision.

I am, Sir, your obedient servant,

*R. W. Hay.*

LETTER from Messrs. Charles R. Fairbanks and John Bainbridge to  
R. W. Hay, Esq.

London, March 27, 1830.

5, Norfolk-street, Strand.

Sir,

REFERRING to your letter of the 14th September 1829, communicating an answer to the application of the Shubenaccadie Canal Company of Halifax, Nova Scotia, for aid from His Majesty's Government towards the completion of their enterprize, "That their Lordships of His Majesty's Treasury are prepared, when they shall be satisfied that funds will be forthcoming for the completion of the work, to recommend to Parliament to make a loan, secured on the canal, of 20,000*L.* to the Directors of that Company, to be repaid in ten years, with interest at four per cent." We have now the honour to enclose a list of the subscribers at London for 1,200 preference shares in the capital of the Company, amounting to 27,000*L.* sterling, which sum is partly in the hands of the bankers of the Company, or in a few days at our disposal.

We further refer to the accompanying estimate to 20th May 1829, of the cost of this navigation completed, and of the funds therefor.

For the deficiency of 6,100*L.* not yet raised, the Company retain for future disposal 480 shares of the original capital, value 10,800*L.*, and have also to receive the benefit of the large premium of exchange on the amount of funds raised in England, the expense of the whole work, as also of any unforeseen additions to it, is therefore provided for, to the extent of the present expectation of the Company, when aided by the amount so liberally sanctioned by His Majesty's Government.

We therefore submit to the Right Honourable the Secretary for the Colonies, that, according to the communication referred to, "Funds for the completion of the work are now forthcoming," and beg to solicit the honour of an interview with him, in order to bring these statements to his notice, to submit the anxiety of the Company that the measures for affecting the loan may be brought at an early date before Parliament, to know the pleasure of His Majesty's Government in regard to  
the

# THE SHUBENACCADIE CANAL, NOVA SCOTIA.

the time and manner of the loan, and further to ask a favourable consideration of that part of the original memorial which seeks for the Company, as was given in the case of the Welland Canal, a grant of the uncultivated lands near the line of this communication.

We have the honour to be, Sir, with great respect,  
Your very obedient humble servants,

(signed) *Charles R. Fairbanks.*  
*John Bainbridge.*

## LIST OF SUBSCRIBERS for 1,200 Preference Shares in the Shubenaccadie Canal Company.

Number.		Amount Sterling.		
		£.	s.	d.
20.	Thomas Telford, esq., Civil Engineer	450		
20.	John Mayon, esq., 69, Broad-street	450		
20.	Messrs. Brown, Danson, Willis & Co., 4, King's Arms-yard	450		
20.	Ambrose Humphrys, 22, Upper Wimpole-street	450		
5.	Edmund W. Rundell, esq., Ludgate-hill	112	10	
5.	Thos. Bigge, esq., - - - ditto	112	10	
20.	John Bridge, esq., - - - ditto	450		
5.	Mr. Wm. Fauchwrigth, merchant, Liverpool	112	10	
20.	F. C. Ladbrooke, esq., banker	450		
10.	Henry Ringscote, esq., ditto	225		
40.	John Wright, esq., banker, Henrietta-street	900		
10.	Wm. Nicholson Nicholson, esq., Leeds	225		
9.	Thomas Golding, esq., Bury St. Edmund's	202	10	
40.	Messrs. Robert & William Pulford, merchants, City	900		
45.	James Putman, esq., John-street	1,012	10	
5.	Edward Blount, esq., Bryanstone-square	112	10	
10.	John Branton, esq., Portsmouth	225		
20.	Thomas Dumbleton, esq.	450		
5.	Charles Walton, broker, City	112	10	
50.	Thomas & S. N. Sturt, esqrs., Cheltenham	1,125		
20.	John Chisty, esq., City	450		
50.	Robert Samble, esq., Wortham, Suffolk	1,125		
45.	Simeon Warner, esq., of Blackheath	1,012	10	
12.	Lieutenant Colonel Delatze, Jersey	270		
10.	George Palmer, esq., Walthanstoind	225		
50.	Lewis Lloyd, esq., banker	1,125		
135.	Thomas Eyre, esq., Bath	3,037	10	
45.	Mrs. Eyre, Bath	1,012	10	
90.	John Harcourt Powell, esq., 33, Old Burlington-street	2,025		
40.	A. Stewart, esq., Woodford	900		
324.	John Wright, esq., banker, Henrietta-street, for himself and friends	7,290		
1,200.	Preference Shares, at 22 l. 10 s. sterling	£.	27,000	

London, 27th March 1829.

## COMMUNICATIONS ON THE SUBJECT OF

## ESTIMATES of Expense of completing the Shubenaccadie Navigation.

		Halifax Currency.		
		£.	s.	d.
Locks, and Nos. 1, 2, 3, and 4	- - - - -	15,632	12	-
Locks, and Nos. 5, 6, 7, 8, 9, 10 and 11, since completed, and 25 miles navigable	- - - - - }	36,242	19	6
Locks, and Nos. 12, 13, 14 and 15	- - - - -	23,310	10	6
Payments there made for Engineer's Salary, Incidental Expenses, Law Charges, and Lands, &c.	- - - - - }	3,634	15	-
Estimate of Engineer's Salary, 1829, 30 and 31	- - - - -	2,400	-	-
of Lands required	- - - - -	1,000	-	-
of Whams, Lock-keepers Houses, &c.	- - - - -	900	-	-
of Management	- - - - -	1,200	-	-
of Two Steam Tow Boats	- - - - -	4,000	-	-
Allowance for Contingencies	- - - - -	3,679	2	-
Whole Cost, Halifax Currency		92,000	-	-
FUNDS:		£.	s.	d.
The Provisional Grant	- - - - -	15,000	-	-
720 Shares subscribed in Halifax	- - - - -	18,000	-	-
1,200 Preference Shares taken in London, sterling, 27,000 l.	- - - - -	30,000	-	-
		63,000	-	-
		29,000	-	-
Loan proposed by His Majesty's Government	- - - - -	20,000	-	-
Whole deficiency, Halifax Currency		6,777	15	7
Exchange		6,777	15	6
4. not immediately required	- £.4,000 Sterling	6,100	-	1
and	- - - - - 2,900			
		£. 6,900		

20th May 1829.

## Copy of TREASURY MINUTE, dated 16th April 1830.

READ a letter from Mr. Hay dated sixth instant, transmitting, with reference to the letter from this Board of 7th September last, the copy of a letter from Messrs. Fairbanks and Bainbridge, the agents for the Shubenaccadie Canal Company, stating that the funds for the completion of this work are now forthcoming, and requesting that the necessary measures for effecting the proposed loan may be carried into effect at an early period.

Write to Mr. Hay for the information of Secretary Sir George Murray, that notwithstanding 6,100 *l.* sterling, is still unprovided to make up the sum of 92,000 *l.* Halifax currency, estimated to be requisite for completing this Canal, yet as a considerable proportion of the Canal is already made, and four hundred and eighty original shares, amounting in value to 10,800 *l.* remain undisposed of, and a large profit will arise from the premium of exchange on the funds raised in England, my Lords are willing to recommend to Parliament that a loan of 20,000 *l.* should be made to the Directors of the Shubenaccadie Canal, to be repaid in ten years, with interest at four per cent per annum, on receiving a preferable and the best and most proper security on the said Canal, and my Lords will instruct their solicitor to prepare the securities.







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