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JOURNAL

OF THE

HOUSE OF ASSEMBLY

OF THE

PROVINCE

OF

NEW BRUNSWICK,

FROM THE

THIRTY FIRST DAY OF JANUARY,

TO THE

FOURTEENTH DAY OF APRIL, 1849:

Being the Third Session of the Fourteenth General Assembly.



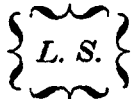
FREDERICTON:

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

1849.

13.14

13.14



By His Excellency Sir EDMUND WALKER HEAD, Baronet,
Lieutenant Governor and Commander in Chief of the Province of
New Brunswick, &c. &c. &c.

EDMUND HEAD, Lt. Governor.

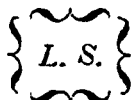
A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to the last Tuesday of this present month of June, I have thought fit further to prorogue the said General Assembly, and the same is hereby further prorogued to the last Tuesday in September next.

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

By His Excellency's Command.

JOHN S. SAUNDERS.



By His Excellency Sir EDMUND WALKER HEAD, Baronet,
Lieutenant Governor and Commander in Chief of the Province of
New Brunswick, &c. &c. &c.

EDMUND HEAD, Lt. Governor.

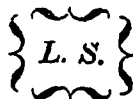
A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to the last Tuesday of this present month of September, I have thought fit further to prorogue the said General Assembly, and the same is hereby prorogued to the second Tuesday in December next.

Given under my Hand and Seal, at Fredericton, the eighteenth day of September, in the year of our Lord one thousand eight hundred and forty eight, and in the twelfth year of Her Majesty's Reign.

By His Excellency's Command.

J. R. PARTELOW.



By His Excellency Sir EDMUND WALKER HEAD, Baronet,
Lieutenant Governor and Commander in Chief of the Province of
New Brunswick, &c. &c. &c.

EDMUND HEAD, Lt. Governor.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to the second Tuesday of this present month of December, I have thought fit to prorogue the said General Assembly, and the same is hereby prorogued to Wednesday the thirty first day of January next, then to meet at Fredericton for dispatch of business.

Given under my Hand and Seal, at Fredericton, the first day of December, in the year of our Lord one thousand eight hundred and forty eight, and in the twelfth year of Her Majesty's Reign.

By His Excellency's Command.

J. R. PARTELOW.





JOURNAL
OF THE
HOUSE OF ASSEMBLY
OF THE
PROVINCE
OF
NEW BRUNSWICK.

His Excellency Sir Edmund Walker Head, Baronet, Lieutenant Governor and
Commander in Chief, &c. &c. &c.

Fredericton. Wednesday, 31st January, 1849.

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

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. Fisher moved for leave to bring in a Bill to vacate the Seats of
Members of the Assembly in certain cases.

Leave granted.

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

The Honorable Mr. Speaker then reported that, when in attendance upon 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 ;

“ IT is with great satisfaction that I now for the first time meet the Legislature
of this Loyal Province. I know that we have in view a common object—
the fulfilment of our duties to Her Most Gracious Majesty and the welfare of the
People in this portion of Her Dominions.

“ The birth of a Princess since your last meeting will be hailed by you as a subject
of sincere congratulation.

“ I regret that the Commercial Interests of the Province have been, and still are,
in a state of considerable depression, but I rejoice to see those signs of reviving trade
and prosperity in the Mother Country which will necessarily benefit the Commerce
and Industry of this Province; whilst we suffer however, indirectly, from the Revolu-
tions which yet disturb so large a portion of Europe, we may well be thankful that
we feel none but their remote effects.

“ The force of Law and the supremacy of the Civil Power in the Mother Country
have demonstrated most strikingly the excellence of those Institutions, in the mainte-
nance of which we have a common interest. We owe unfeigned gratitude to that
Divine

Divine Being who has upheld the integrity of the British Empire, and has spared us the bloodshed and tumult with which it has pleased Him to visit so many great and powerful Nations.

“ At a time when other Countries are making such gigantic efforts to increase facilities of intercourse by the construction of Railways, we cannot properly abstain from doing our utmost to promote objects of the same character.

“ The Commissioners appointed by Her Majesty's Government have made their Report on the proposed Line between Halifax and Quebec, a copy of which will be laid before you : I believe the destiny of these Provinces is, under Providence, involved in this question more than in any other which I can name.

“ I believe that the elements of great future prosperity in the North American Colonies depend for their immediate development on Public Works of this description : I am convinced that no sacrifice which tends to secure their execution will ultimately be found too great, and I most earnestly recommend to your favourable consideration any scheme for promoting them, which may be consistent with good faith and sound financial principles. A Despatch from Her Majesty's Secretary of State on this subject will be laid before you, and will shew you that its importance is duly appreciated at home.

“ The means which your liberality placed at the disposal of the Government in the last Session, have been duly applied in surveying the ground for the important Branch of Railway between Shediac and the City of Saint John.

“ With a view to the extension of our Commercial Intercourse, the improvement of the River Saint John appears to be next in importance to the subject of Railways : our object should be, so far as is practicable, to throw open the Inland Communication by Steam between the Bay of Fundy and the River Saint Lawrence. A measure relating to this subject will shortly be submitted for your consideration, and I trust the Canadian Government will be anxious to co-operate in securing an object of equal importance to both Provinces.

“ The Immigration from the Mother Country of the year just expired has, with the exception of a single Vessel, been entirely free from the disasters which marked that of the previous Season.

“ I am desirous that you should take into consideration the means of so conducting our Land Sales, as to secure the settlement of industrious Emigrants ; and I earnestly recommend to you the suggestions made in a Despatch from Her Majesty's Secretary of State, which will be placed in your hands, together with a Report prepared by the Executive Council in this Province.

“ Our Agriculture has been partially successful ; and I need not, I know, observe to you, that it has increasing claims on your attention : I have rejoiced to find this conviction prevailing in all parts of the Province, and I look forward to such zeal and such enterprize, on the part of our Legislature and our People, as will hereafter turn our ample resources to the best account. It will become a matter of the gravest consideration for you, how this disposition may be fostered and encouraged.

“ In another Staple Branch of Industry the efforts of our People have been successful ; and I rejoice to hear that the steps taken by the Government, in the last Season, to protect the Fishery at the Grand Manan, have contributed to this success.

“ Measures of importance, in connection with the Criminal Law, will be laid before you.

“ The Act for the improvement of Common Schools will require, at your hands, some further consideration and amendment : Your previous efforts in this good cause convince me that you appreciate its importance.

“ It is a source of pleasure to me to express my belief that I shall now be able to carry out the Act relating to the Indian Reserves in such a manner as will at once meet the wishes of the Legislature, and promote the welfare of the Indian Population ; I rely on your readiness to do all that is possible to aid me in attaining both objects.

“ The subject of the Post Office has occupied my anxious attention, and is now under the consideration of Her Majesty's Government. Where joint action is essential with reference to the interests of all the British North American Colonies, great care is required in adjusting the various parts of any measure ; but I am glad to inform you, that Her Majesty's Ministers propose to obtain the powers necessary for dealing with this subject, by applying for an Act of the Imperial Parliament in the Session about to commence.

“ Mr.

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

“ I have directed the Returns of Provincial Revenue and Expenditure to be submitted to you. I wish the Account were more prosperous than you will find it to be ; but I am happy to say that, notwithstanding the large appropriations made during the last Session, the Public Credit has been satisfactorily maintained, inasmuch as the Warrants have been promptly met on demand at the Treasury ; the Instalment on the Funded Debt has been discharged, and a large part of the Debentures issued under the Act of 1839, for rebuilding the Burnt District in Saint John, has been taken up.

“ A portion of the expenses incurred in connection with the Emigration of 1847 has been repaid by the Imperial Government, and the remainder will probably be transmitted in a short time.

“ Certain Despatches from Her Majesty’s Secretary of State, relating to the Public Expenditure in this Province, and the mode in which the Duties for the purpose of raising a Revenue should be imposed, will be placed before you.

“ I feel confident that, whilst you will adopt the least objectionable mode of levying the necessary funds, you will grant such supplies as the Administration of the Government and the maintenance of Public Credit require : All this may, I am satisfied, be done with a just attention to proper economy.

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

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

“ I have much pleasure in informing you that the Report of Her Majesty’s Commissioners on the Boundary between this Province and Canada, is now under the consideration of Her Majesty’s Government : I hope therefore for a speedy termination of all the embarrassments which have been caused by the pending state of this dispute.

“ The great resources of this Province in its Soil, its Minerals, and its Fisheries, call upon you for such measures as may best develope its real wealth : Among such measures, none can be more important than those relating to Railways, on which I have already touched. A little reflection will shew that the execution of these works, on a large scale, implies a state of Public Credit satisfactory to Capitalists ; that such a state of Credit depends on confidence ; that confidence must be based on a conviction of the stability of our faith, and the sufficiency of our resources ; that nothing can promote such a conviction so much as a steady economy, resting on a system of judicious responsibility on the part of those who control and expend the Public Money. I cannot but hope that the principles now admitted, with reference to the Government of this Province, may facilitate measures of this description : The Members of my Government will be ready to lead the way, and I, as Her Majesty’s Representative, shall at all times be happy to co-operate with you in such measures.”

Mr. Wark then proposed the Address to His Excellency the Lieutenant Governor, in answer to the Speech, which he read in his place ; and the same having been seconded, handed it in, when it was again read from the Chair, and is as follows :—

To His Excellency Sir EDMUND WALKER HEAD, Baronet, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

No. 1. We, the Representatives of Her Majesty’s loyal and devoted Subjects, the People of New Brunswick, beg leave to thank Your Excellency for your Speech at the opening of the present Session.

2. The fulfilment of our duties to Her Most Gracious Majesty, and the welfare of the People in this portion of Her Dominions, being our common object, we greet Your Excellency as the Representative of our Sovereign with a hearty welcome, and assure Your Excellency of our readiness to devote our best energies for the advancement of the Public welfare.

3. We hail, as a subject of sincere congratulation, the birth of a Princess since our last meeting.

4. Although the depression of our Commercial Interests is much to be regretted, yet we rejoice with Your Excellency in the prospect that the Commerce and Industry of this

this Province will be benefitted by the reviving trade and prosperity of the Mother Country; and we have great cause to be thankful that we feel in our Commercial Relations only the remote effects of those Revolutions which yet disturb so large a portion of Europe.

5. The sublime and effective demonstration of the Civil Power, on a recent occasion in the Mother Country, well attests the excellence and stability of our National Institutions, and affords the most gratifying assurance that they are duly appreciated by the wise and the good of all classes of society: And while so many great and powerful Nations have been visited with tumult and bloodshed, it becomes us to record our unfeigned gratitude to that Divine Being, by whom Kings reign and Princes decree justice, that it has pleased Him to uphold and preserve the integrity of our Empire.

6. In this day of Railway facilities, we agree with Your Excellency, that we cannot properly abstain from doing our utmost to promote such undertakings in this Province.

7. We shall be happy to receive the Report of the Commissioners on the proposed Trunk Line between Halifax and Quebec, the importance of which, we are gratified to learn, is duly appreciated at home; and we fully agree with Your Excellency in the belief that the destiny of these Colonies is, under Providence, involved in this great question, and that on Public Works of this description, the elements of our future prosperity mainly depend for their immediate developement: We shall therefore cheerfully render our aid in devising and perfecting any scheme for promoting works of this description, which may be consistent with good faith and sound Financial principles.

8. Viewing the contemplated Line of Railway between Saint John and Shediac as one of great importance to the interests of this Province, we are happy to learn that the appropriation of the last Session, for the Survey of that Line, has been duly applied.

9. We consider the opening of Inland Communication by Steam, between the Bay of Fundy and the River Saint Lawrence, as of great Commercial importance; and we shall give due consideration to any measure relating to this subject which may be brought before us, trusting with Your Excellency that the Canadian Government will co-operate in opening up this desirable medium of intercourse.

10. It is a matter of congratulation that the disasters which marked the Immigration from the Mother Country of the previous Season have not been repeated during the year just expired.

11. Desirous of doing all in our power to secure the occupation and improvement of our Wild Lands by industrious Settlers, we shall thankfully receive from Your Excellency any information and suggestions which may assist us in the consideration of this important question.

12. Deeply impressed with the paramount importance of our Agriculture, we shall be at all times prepared so to foster and encourage its increasing claims, as to turn our ample resources in this branch of industry to the best account.

13. In the prosperity of our Fisheries we have always felt a deep interest; and we are gratified to learn that the steps taken by the Government, during the last Season, have contributed to the success of the valuable and important Fishery at Grand Manan.

14. We shall give our best consideration to any measures which may be laid before us in connection with the Criminal Law.

15. Appreciating, as we ever have, the value and importance of our Common Schools, we shall give our best attention to the consideration of such amendments as may be required in the present Law.

16. The difficulties, which have heretofore occurred in carrying out the Act relating to Indian Reserves, have caused considerable dissatisfaction; it is therefore highly gratifying to us to be informed, that Your Excellency will now be able to give effect to former Legislation on this subject, and Your Excellency may, at all times, rely on our readiness to co-operate in any measures for promoting the welfare of the Indian Population.

17. Burdened as we have hitherto been by Postal charges and regulations, so ill adapted to the circumstances and requirements of the Country, it affords us great satisfaction to learn that Her Majesty's Ministers propose to obtain, at the present Session of Parliament, the powers necessary to enable us to deal with this highly important subject.

18. We shall thankfully receive the Returns of the Provincial Revenue; and we deem it a matter of public congratulation that, notwithstanding the general depression of Trade, the Public Credit has been so satisfactorily maintained by the prompt discharge of all the current demands upon the Treasury.

19. Having been called upon to make large and unexpected advances at the last Session, in connection with the Emigration of 1847, we are much pleased to learn that a portion of those advances has been repaid, and that the remainder will probably soon be transmitted by the Imperial Government.

20. We shall receive with the respect and consideration due to so high an authority, the Despatches from the Secretary of State relating to the Public Expenditure, and the imposition of Duties for raising a Revenue; and whilst we assure Your Excellency of our disposition to adopt the least objectionable mode of levying the necessary Funds, we shall feel it our duty, having regard to a proper economy, to grant such Supplies as may be necessary for the maintenance of the Public Credit and the Administration of the Government.

21. We hear with much satisfaction of the prospect of a speedy determination of the long pending dispute in relation to the Boundary between this Province and Canada; and we have every confidence that the decision of Her Majesty's Government on this subject will do full justice to the claims of this Province.

22. We shall at all times be ready to adopt such measures as will best facilitate the developement of the vast and varied resources of our Soil, our Mines, and our Fisheries; and we agree with Your Excellency that, among such measures, none can be more important in their bearing upon the developement of our real wealth, than those relating to Railways. We are well aware, that for the construction of such works upon a large scale, we must depend upon the confidence of Capitalists, the stability of our faith, and the sufficiency of our resources; and as the Provincial Credit has been thus far maintained, under our ordinary engagements, so do we trust that by a steady economy and a judicious system of control and expenditure, we shall hereafter, in more extensive operations, preserve unimpaired the faith and credit of the Province: And participating with Your Excellency in the hope that the principles now admitted, with reference to the Government of this Province, may facilitate the prosecution of great Public measures, we assure Your Excellency that we shall heartily co-operate with Your Excellency's Government in maturing such measures as shall be best calculated to advance the interests of our Constituents, and maintain inviolate our connection with the British Empire.

On motion of Mr. Thomson,

Ordered, That the consideration of the said proposed Address do stand over until Friday next.

On like motion of Mr. Thomson,

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

On motion of the Honorable Mr. Partelow,

Resolved, That a Committee be appointed, consisting of a Member from each County, to take into consideration the state of all the Roads of Communication in the Province, and to report to the House what sums it may be necessary to grant for the improving and repairing of the Great as well as Bye Roads.

Ordered, That the Honorable Mr. Partelow, Mr. Connell, the Honorable Mr. Fisher, Mr. Hayward, Mr. Gilbert, Mr. S. Earle, Mr. Boyd, the Honorable Mr. Hanington, Mr. Smith, Mr. Wark, Mr. Carman, Mr. End, and Mr. Montgomery, do compose the said Committee.

On motion of Mr. Street,

Resolved, That a Committee be appointed, consisting of a Member from each County, to whom shall be referred all matters which may be brought before the House relating to the Agricultural Interests of the Province.

Ordered, That Mr. Street, Mr. Barberie, Mr. Read, Mr. Wark, Mr. Botsford, Mr. Steves, Mr. Vail, Mr. Jordan, Mr. Brown, Mr. J. Earle, Mr. Miles, the Honorable Mr. L. A. Wilmot, and Mr. Connell, do compose the said Committee.

On motion of the Honorable Mr. Partelow,

Resolved, That a Committee be appointed, to whom shall be referred all matters which may in any way affect the Trade of this Province.

Ordered, That the Honorable Mr. Partelow, Mr. Montgomery, Mr. Taylor, Mr. Woodward, Mr. R. D. Wilmot, Mr. Porter, Mr. Wilson, Mr. Cranney, and Mr. Tibbits, do compose the said Committee.

On motion of Mr. Taylor,

Resolved, That a Standing Committee be appointed to examine and report upon Public Accounts.

Ordered, That the Honorable Mr. Partelow, Mr. Taylor, Mr. Porter, Mr. R. D. Wilmot, Mr. Read, Mr. Wark, Mr. Botsford, Mr. Tibbits, and Mr. Cranney, do compose the said Committee.

On motion of Mr. Thomson,

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

Ordered, That Mr. Thomson, Mr. R. D. Wilmot, Mr. Woodward, the Honorable Mr. Hanington, Mr. Boyd, Mr. Read, and Mr. Taylor, do compose the said Committee.

On motion of Mr. Hayward,

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

Ordered, That Mr. Hayward, Mr. Baillie, Mr. J. Earle, Mr. Carman, Mr. Connell, Mr. Porter, and Mr. Smith, do compose the said Committee.

On motion of the Honorable Mr. Hanington,

Resolved, That a Select Committee be appointed to take into consideration all accounts and claims arising from expenditures made and services performed, during the past year, towards the support and relief of sick, distressed and indigent Emigrants, and report thereon to the House.

Ordered, That the Honorable Mr. Hanington, Mr. Cranney, Mr. Taylor, Mr. Boyd, and Mr. Woodward, do compose the said Committee.

On motion of Mr. Ritchie,

Resolved, That a Select Committee be appointed to consider and report upon the Public Printing in this Province, with a view of effecting reductions in that portion of the Public Expenditure; and that the same Committee do also report upon the Contingencies of this House, with the same object.

Ordered, That Mr. Ritchie, the Honorable Mr. Partelow, Mr. Taylor, Mr. Brown, and Mr. Wilson, do compose the said Committee.

On motion of Mr. S. Earle,

Resolved, That a Committee be appointed to examine what Laws have expired, or are near expiring, and report the same to the House.

Ordered, That Mr. S. Earle, Mr. Street, and the Honorable Mr. Fisher, be the Committee for that purpose.

On motion of Mr. Street,

Resolved, That a Standing Committee be appointed, to whom may be referred all matters which may arise that will in any way affect the privileges of the House.

Ordered, That Mr. Street, Mr. End, Mr. Ritchie, Mr. Carman, and Mr. Barberie, do compose the said Committee.

On motion of Mr. Steves,

Resolved, That a Committee be appointed, to whom shall be referred all Petitions for allowances to Teachers of Schools who have not received any part of the Provincial Grants.

Ordered, That Mr. Steves, Mr. End, Mr. Jordan, Mr. Botsford, Mr. S. Earle, Mr. Taylor, and Mr. Connell, do compose the said Committee.

On motion of Mr. Boyd,

Resolved, That a Committee be appointed to take into consideration all matters relating to Light Houses, and to report thereon to the House.

Ordered,

Ordered, That Mr. Boyd, Mr. Cranney, the Honorable Mr. Partelow, Mr. R. D. Wilmot, the Honorable Mr. Hanington, Mr. Porter, and Mr. Taylor, do compose the said Committee:

On motion of Mr. Hayward,

Ordered, That the Journals of this House be daily printed, or so soon as a copy thereof be prepared by the Clerk, and that the Printer do furnish eight hundred copies thereof for the use of the Legislature.

On motion of Mr. Wark,

Resolved, That a Committee be appointed to take into consideration all matters connected with the Education of the Youth of the Province, and to report thereon to the House.

Ordered, That Mr. Wark, the Honorable Mr. L. A. Wilmot, Mr. S. Earle, Mr. Carman, the Honorable Mr. Hanington, Mr. Brown, and Mr. End, be the Committee for that purpose.

The Honorable Mr. Hazen moved for leave to bring in a Bill to abolish Imprisonment for Debt in certain cases.

Leave granted.

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

Thursday, 1st February, 1849.

Prayers.

Read a second time—

A Bill to vacate the Seats of Members of the Assembly in certain cases.

Mr. Boyd, by leave, presented a Petition from Thomas Jones, James W. Street, and William Whitlock, Esquires, with three hundred and twenty five others, inhabitants of the Town and Parish of Saint Andrews, in the County of Charlotte, praying for a repeal of the Duty on Bread Stuffs, for the reasons set forth in the said Petition; which he read.

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

Mr. Boyd, by leave, presented a Petition from James W. Street, of Saint Andrews, in the County of Charlotte, praying for a return of Excess of Duty paid on Foreign Gin; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Boyd, by leave, presented a Petition from Church Meigs, Lorenzo Drake, and thirty others, inhabitants of the Island of Grand Manan, in the County of Charlotte, praying an amendment in the Act relating to Highways, by authorizing the imposing of a Money Tax in lieu of the present mode of performing Statute Labour; which he read.

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

Mr. R. D. Wilmot, by leave, presented a Petition from James F. Gooldrup, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Brunswick, in Queen's County, for a period of one year ending on the first day of July, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Vail, by leave, presented a Petition from John Finan, praying to be remunerated for teaching a School at Dutch Valley Settlement, in the Parish of Sussex, in Kings' County, for a period of one year ending on the twenty third day of August, 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr.

Mr. Vail, by leave, presented a Petition from William Kearney, praying to be remunerated for teaching a School at Dutch Valley Settlement, in the Parish of Sussex, in Kings' County, for a period of one year ending on the first day of September, 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Boyd, by leave, presented a Petition from John Wilson, of Saint Andrews, in the County of Charlotte, praying for return of Duty on a Cargo of Lumber exported to Demarara in the brig Thalia in June 1847; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Brown, by leave, presented a Petition from Timothy Hartt, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Saint James, in the County of Charlotte, for a period of four months ending on the first day of October, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Brown, by leave, presented a Petition from Mary S. Bell, a licenced Teacher, praying that the Provincial allowance may be granted to her for teaching a School in the Parish of Saint Stephen, in the County of Charlotte, for a period of six months ending on the first day of December, 1846; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Brown, by leave, presented a Petition from Barbara Morrison, a licenced Teacher, praying that the Provincial allowance may be granted to her for teaching a School in the Parish of Saint Stephen, in the County of Charlotte, for a period of six months ending on the eighteenth day of July, 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Brown, by leave, presented a Petition from Sarah Kelly, a licenced Teacher, praying that the Provincial allowance may be granted to her for teaching a School in the Parish of Saint Stephen, in the County of Charlotte, for a period of eight months ending on the first day of June, 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Brown, by leave, presented a Petition from Eliza R. DeWolfe, a licenced Teacher, praying remuneration for teaching a School in the Parish of Saint Andrews, in the County of Charlotte, for a period of three months ending on the eighth day of December, 1847; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Brown, by leave, presented a Petition from Jarushey Black, of the Parish of Saint David, in the County of Charlotte, Widow of the late John Black, an old Soldier of the Revolutionary War, praying for a continuation of the Provincial Pension; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Steves, by leave, presented a Petition from William Stone, John Nixon, Alexander Wright, and twenty three others, inhabitants of the Parishes of Coverdale and Salisbury, in the County of Albert, praying that a Grant may pass to Thomas Baker for having taught a School of a superior class in the said Parish of Coverdale, during the past year; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration the subject of the Education of the Youth of the Province, to report thereon.

Mr.

Mr. Brown, by leave, presented a Petition from Thomas Haverty, praying to be remunerated for teaching a School in the Parish of Saint David, in the County of Charlotte, for a period of six months ending on the eighteenth day of June, 1841; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Partelow, by leave, presented a petition from Michael Donovan, of the Parish of Simonds, in the County of Saint John, praying to be remunerated for having taught a School at Loch Lomond, during the past year, with the approbation of the Trustees; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Partelow, by leave, presented a Petition from Frederick R. Blake, Major Commanding Her Majesty's Thirty-third Regiment, praying that a Grant may pass for a return of Duties paid on Wine and other Liquors consumed by the Officers of that Regiment in this Province during a part of the past year; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. S. Earle, by leave, presented a Petition from Angus M'Phee, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Hampton, in Kings' County, for a period of six months ending on the tenth day of January last; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Botsford, by leave, presented a Petition from Patrick Fitzgerald, praying to be remunerated for teaching a School in the Parish of Sackville, in the County of Westmorland; for a period of six months ending on the sixteenth day of September, 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Boyd moved for leave to bring in a Bill to legalize the conveyance of Water to Turner's Grist Mill, in the Parish of Saint Patrick, in the County of Charlotte.

Leave granted.

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

Mr. Steves, by leave, presented a Petition from James Johnston, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Moncton, in the County of Westmorland, for a period of six months during the past year; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Boyd, by leave, presented a Petition from Charles J. Briscoe, Waiter and Searcher in the Treasury Department at Saint Andrews, in the County of Charlotte, praying for an increase of Salary, for the reasons set forth in the said Petition; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Thomson, by leave, presented a Petition from Benjamin Williams, of Saint George, in the County of Charlotte, praying to be reimbursed amount over-expended in rebuilding the Milliken Bridge, so called, over the River Magaguadavic, for the reasons set forth in the said Petition; which he read.

And upon the question, that the said Petition be received and referred to the Committee for taking into consideration the sums required for the improvement of the Roads in the Province, it was decided in the negative.

Mr. Connell, by leave, presented a Petition from John Cutten, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Wakefield, in the County

County of Charlotte, for a period of three months ending on the twelfth day of September, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Carman, by leave, presented a Petition from Michael Flinn, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Newcastle, in the County of Northumberland, for a period of three months ending in April 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Thomson, by leave, presented a Petition from Margaret Grierson, Widow of the late James Grierson, an old Soldier of the Revolutionary War, praying for a continuation of her Pension; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Thomson, by leave, presented a Petition from Mary Pratt, Widow of the late James Pratt, an old Soldier of the Revolutionary War, praying that the usual Pension may be granted to her; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Thomson, by leave, presented a Petition from Jane Hawkins, Widow of the late William W. Hawkins, an old Soldier of the Revolutionary War, praying that the Provincial Pension may be continued to her; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Brown, by leave, presented a Petition from Robert Watson, William H. Mowat, Jacob Young, John King, and two hundred and ninety nine others, of the County of Charlotte, praying that an Act may pass incorporating the Saint Stephen and Calais Bridge Company; which he read.

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

Mr. Brown moved for leave to bring in a Bill to incorporate the Saint Stephen and Calais Lower Bridge Company.

Leave granted.

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

Mr. Wark, by leave, presented a Petition from Ann Mooney, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Richibucto, in the County of Kent, for a period of six months ending on the twenty fourth day of October, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Partelow moved for leave to bring in a Bill to repeal an Act, intituled "An Act to grant a Bounty on the destruction of Bears and Wolves in this Province."

Leave granted.

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

Mr. M'Leod, by leave, presented a Petition from Sabra Lyon, Widow of the late Hezekiah Lyon, an old Soldier of the Revolutionary War, praying for a continuation of her Pension; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. M'Leod, by leave, presented a Petition from Tamar Britney, Widow of the late John Britney, an old Soldier of the Revolutionary War, praying for a continuation of her Pension; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. M'Leod, by leave, presented a Petition from Mary Whelpley, Widow of the late Jonathan Whelpley, an old Soldier of the Revolutionary War, praying that the Provincial Pension may be continued to her ; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Carman, by leave, presented a Petition from Messieurs Gilmour, Rankin and Company, of Northumberland, Merchants, praying for a return of Export Duty on Deals shipped on board the barque Elizabeth, which Vessel was stranded, and the Cargo re-shipped, and the Duty thereon again paid ; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Cranney, by leave, presented a Petition from Henry Eagle, Senior, and William Morrison, Overseers of the Poor for the Parish of Alnwick, in the County of Northumberland, praying to be reimbursed expense incurred in the care and maintenance of a transient Pauper in the year 1847 ; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration the claims for the support of Emigrant Poor, to report thereon.

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

Friday, 2d February, 1849.

Prayers.

Read a second time the following Bills, viz:—

A Bill to legalize the conveyance of Water to Turner's Grist Mill, in the Parish of Saint Patrick, in the County of Charlotte :

A Bill to incorporate the Saint Stephen and Calais Lower Bridge Company : and

A Bill to repeal an Act, intituled "An Act to grant a Bounty on the destruction of Bears and Wolves in this Province."

Mr. Boyd moved for leave to bring in a Bill to amend the Act relating to Insolvent Confined Debtors.

Leave granted.

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

Mr. Taylor, by leave, presented a Petition from Hannah Vann, Widow of the late Patrick Vann, an old Soldier of the Revolutionary War, praying that the usual Pension may be granted to her ; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Thomson, by leave, presented a Petition from Mercy M'Nichol, Widow of an old Soldier of the Revolutionary War, praying that the Provincial Pension may be continued to her ; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Smith, by leave, presented a Petition from William Reed, John A. Reid, and Nathaniel Smith, Overseers of the Poor for the Parish of Harvey, in the County of Albert, praying to be reimbursed expenses incurred in the support and relief of John M'Guire, a transient Emigrant Pauper, during the past year ; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration the claims for the support of Emigrant Poor, to report thereon.

Mr. Boyd, by leave, presented a Petition from William C. M'Stay, of Saint Andrews, in the County of Charlotte, Surgeon, praying that he may be allowed the balance of his claim for Medical attendance on sick Emigrants by the ship "Star," during the past year ; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr.

Mr. Boyd, by leave, presented a Petition from Samuel T. Gove, of Saint Andrews, in the County of Charlotte, Surgeon, praying to be allowed the amount of his claim for attendance on sick Emigrants by the ship "Star," during the past year; as also for such other compensation for his services, as, under the circumstances, the House may deem meet; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Thomson, by leave, presented a Petition from Ruth M'Farlin, Widow of the late Duncan M'Farlin, an old Soldier of the Revolutionary War, praying that the usual Pension may be granted to her for a period of two years; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Gilbert, by leave, presented a Petition from Cornelia O. Flewelling, a licenced Teacher, praying compensation for teaching a School in the Parish of Waterborough, in Queens' County, for a period of six months; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Boyd, by leave, presented a Petition from the Honorable W. F. W. Owen, John Robinson, Esquire, and eighty others, inhabitants of the Island of Campo Bello, in the County of Charlotte, praying for such an alteration in the Act relating to Highways, as will authorize the levying of a Money Tax, in place of the present mode of performing Statute Labor; which he read.

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

Mr. Connell, by leave, presented a Petition from Gregor M'Gregor, a licenced Teacher, praying that the usual allowance may be granted to him for teaching a School in the Parish of Wakefield, in the County of Carleton, for a period of six months ending on the sixteenth day of May, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Connell, by leave, presented a Petition from William Kermott, praying to be compensated for teaching a School in the Parish of Wakefield, in the County of Carleton, for a period of one year ending on the nineteenth day of December, 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Steves, by leave, presented a Petition from Alexander M'Rae, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Hillsborough, in the County of Albert, for a period of three months ending on the eighteenth day of October, 1844; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Boyd, by leave, presented a Petition from James Milligan, W. P., and James Kempt Boyd, R. S., on behalf of the Saint Andrews Division, No. 16., of the Sons of Temperance, praying for a repeal of the Act regulating Tavern Keepers and Retailers, and that more stringent provisions be enacted to prevent the sale of Intoxicating Liquors; which he read.

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

Mr. Tibbits, by leave, presented a Petition from Simon Hebert, of the Parish of Madawaska, in the County of Carleton, praying that he may be quieted in the possession of Land held by him at that place; which he read.

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

Ordered, That Mr. Tibbits, Mr. Baillie, and the Honorable Mr. Hanington, do compose the said Committee.

The Honorable Mr. Hazen moved for leave to bring in a Bill for the relief of the Reverend Edward D. Very.

Leave granted.

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

Mr.

Mr. Landry, by leave, presented a Petition from Eustache Melanson, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Dorchester, in the County of Westmorland, for a period of nine months ending on the twenty eighth day of February, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Thomson, by leave, presented a Petition from Richard M'Gee, of Saint George, in the County of Charlotte, praying that a Grant may pass to remunerate him for loss sustained in consequence of a Lot of Land he purchased from a Commuted Pensioner, situate in the Parish of Pennfield, having been granted to another person, or such other relief in the premises as the House may deem just and right; which he read.

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

Mr. Carman, by leave, presented a Petition from the Honorable Joseph Cunard, Henry B. Allison, James Allison, Esquires, and one hundred and forty four others, Merchants and Inhabitants of Miramichi, in the County of Northumberland, praying that such alterations may be made in the Act incorporating "The British North American Electro-Magnetic Telegraph Association," as will enable the said Company to carry a Line of Telegraphic Communication through the Province, from Miramichi direct to the Bend of Petitcodiac, instead of or in addition to the Line provided in the said Act; which he read.

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

Mr. Street, by leave, presented a Petition from the Reverend James Hudson, a Missionary for the Society for the Propagation of the Gospel, praying for a return of Duties paid on a Chime of Bells imported for the Church at Bay Du Vin, in the County of Northumberland; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Wark, by leave, presented a Petition from Catharine Howlett, a licenced Teacher, praying compensation for teaching a School in the Parish of Richibucto, in the County of Kent, for a period of six months ending on the twenty fifth day of May, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Carman, by leave, presented a Petition from Jane M'Rae, Widow of the late Duncan M'Rae, an old Soldier of the Revolutionary War, praying that the usual Pension may be continued to her; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Gilbert, by leave, presented a Petition from Donald M'Donald, praying to be compensated for teaching a School in the Parish of Wickham, in Queens' County, for a period of one year ending on the fifteenth day of January last; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Carman, by leave, presented a Petition from the Reverend Samuel Thomson, of the Parish of Saint George, in the County of Charlotte, A. M., praying that a sum of money paid by the late John M'Master towards the purchase of Crown Land, may be returned to him, as Administrator to the Estate, or that a certain quantity of Land may be granted to him; which he read.

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

Ordered, That Mr. Carman, Mr. Ritchie, and Mr. Hayward, do compose the said Committee.

On motion of Mr. Wark,

Resolved, That the House do now, in pursuance of the Order of Wednesday last, proceed to the consideration of the proposed Address to His Excellency the Lieutenant Governor, in answer to the Speech at the opening of the Session.

To which Mr. Street moved as an amendment—

To expunge the whole of the Resolution, after the word "House," and substitute as follows:—

"Go into a Committee of the whole in consideration of the Address in answer to His Excellency's Speech."

And upon the question for adopting the amendment, the House divided—

YEAS 3.

NAYS 27.

Whereupon it was decided in the negative.

The question was then taken upon the original Resolution, when it was carried in the affirmative, and the House accordingly went into the consideration of the said Address, and proceeded to the sixteenth Paragraph thereof, which relates to the Indian Reserves; when

Mr. Street moved as an amendment, to expunge therefrom the words—

"The difficulties which have heretofore occurred in carrying out the Act relating to Indian Reserves," and substitute as follows:—

"The obstacles hitherto offered to carrying out the provisions of the Act relating to Indian Reserves."

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

YEAS 5.

NAYS 27.

And it was decided in the negative.

The question was then taken upon the original Paragraph, and it was carried in the affirmative.

The House then proceeded in the Address, and the nineteenth Paragraph was under consideration, which relates to the advances made in connection with Emigration; when

Mr. End moved as an amendment thereto—To expunge all after the word "repaid," and substitute as follows:—

"And trust that the remainder will soon be transmitted."

Upon the question for this amendment, the House divided—

YEAS 7.

NAYS 22.

And it was decided in the negative.

The question was then taken upon the original Paragraph, and it was carried in the affirmative.

The House then proceeded to the next succeeding Paragraph, which has reference to the Despatches from the Colonial Secretary, relating to the Public Expenditure and Duties for raising a Revenue; when

Mr. R. D. Wilmot moved as an amendment thereto—

To expunge the words "the respect and consideration due to so high an authority," and substitute those—"due respect and consideration."

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

YEAS.

NAYS.

Mr. Porter,
Carman,
M'Leod,
Gilbert,
Taylor,
Hayward,
Street,
J. Earle,

Mr. R. D. Wilmot,
Ritchie,
End,
Landry,
Smith,
Steves,
Read,
Tibbits.

The Hon. Mr. Wilmot,
The Hon. Mr. Hazen,
The Hon. Mr. Partelow,
The Hon. Mr. Fisher,
The Hon. Mr. Hanington,
Mr. Baillie,
Wilson,
Botsford,

Mr. Vail,
S. Earle,
Connell,
Wark,
Thomson,
Brown,
Boyd,
Cranney.

And the division being equal, the Honorable Mr. Speaker decided it in the negative.

The question being then taken upon the original Paragraph, it was carried in the affirmative.

The House having agreed to the next succeeding Paragraph, then had the twenty second or last Paragraph under their consideration; when

Mr.

Mr. Street moved the following amendment to be added thereto:—
 “And we confidently hope that, under the present system, the Members of Your Excellency’s Government, will not shrink from the responsibility of leading the way in all measures calculated to promote the internal improvement, and to develop the resources of the Province.”

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

YEAS.

NAYS.

Mr. Street,
 Carman,
 Porter,
 Cranney,
 Gilbert,
 Tibbits,
 Hayward,
 J. Earle,

Mr. R. D. Wilmot,
 Ritchie,
 End,
 Landry,
 Smith,
 Read.

The Hon. Mr. Wilmot,
 The Hon. Mr. Fisher,
 The Hon. Mr. Partelow,
 The Hon. Mr. Hazen,
 The Hon. Mr. Hanington,
 Mr. Vail,
 Botsford,
 Connell,

Mr. Taylor,
 Baillie,
 S. Earle,
 Thomson,
 M’Leod,
 Wark,
 Brown,
 Boyd.

And it was thereupon decided in the negative.

The question was then taken upon the original Paragraph, and it was carried in the affirmative, and the Address being then agreed to without amendment—

On motion of Mr. Wark,

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

On like motion of Mr. Wark,

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

Ordered, That Mr. Wark, Mr. M’Leod, and Mr. Gilbert, be the Committee for that purpose.

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

Saturday, 3d February, 1849.

Prayers.

Read a second time—

A Bill to amend the Act relating to Insolvent Confined Debtors : and

A Bill for the relief of the Reverend Edward D. Very.

The Honorable Mr. Hanington, by leave, presented a Petition from Francis Gantro, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Dundas, in the County of Kent, for two years ending in December 1848 ; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Ritchie moved for leave to bring in a Bill to alter the times of holding the Circuit Courts in the City and County of Saint John.

Leave granted.

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

Mr. Taylor moved for leave to bring in a Bill to alter and enlarge parts of three Parishes in the County of York, and to erect a separate Parish therein.

Leave granted.

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

Mr. Boyd, by leave, presented a Petition from Nathan Smart, of Chamcook, in the Parish of Saint Andrews, in the County of Charlotte, praying relief by reason of a seizure made by the Provincial Revenue Officers ; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Wilson, by leave, presented a Petition from William King, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Dorchester, in the County of Westmorland, for three months ending on the fifteenth day of June, 1848 ; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Wilson, by leave, presented a Petition from William F. Brand, praying to be remunerated for teaching a School in the Parish of Dorchester, in the County of Westmorland, for a period of six months ending on the fifteenth day of January last; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Wilson, by leave, presented a Petition from Mariner Wood and Charles Dixon, of the Parish of Sackville, in the County of Westmorland, owners of the brig Princess, praying for a return of Head Money paid on Passengers brought by that Vessel from Dublin in May last; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Connell, by leave, presented a Petition from John Boyer, of the Parish of Simonds, in the County of Carleton, praying that the amount of Pension due the late Ann Wheeler, Widow of an old Soldier of the Revolutionary War, may be granted to him; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Boyd, by leave, presented a Petition from Richard Turner, of Saint Patrick, in the County of Charlotte, praying that the Pension due the late Rachel Turner, at the time of her death, as the Widow of an old Soldier of the Revolutionary War, may be granted to him; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

On motion of Mr. Brown,

Resolved, That a Committee be appointed to take into consideration all matters relating to the Finances of the Province, and to report thereon to the House.

Ordered, That Mr. Brown, Mr. Wark, and Mr. R. D. Wilmot, be the Committee for that purpose.

Mr. Read, by leave, presented a Petition from the Reverend Michael Power and others, the Managing Committee of the Roman Catholic School at Bathurst, in the County of Gloucester, praying a continuation of the Grant towards that Establishment; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration the subject of the Education of the Youth of the Province, to report thereon.

Mr. Smith, by leave, presented a Petition from Patrick White, of the Parish of Harvey, in the County of Albert, praying that a Grant may pass to enable him to purchase a Lot of Land on the Road leading from New Ireland Settlement, in said Parish, to the City of Saint John, in consideration of his opening a House of Entertainment on an unsettled portion thereof; which he read.

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

Mr. Taylor moved for leave to bring in a Bill to authorize Her Majesty's Justices of the Peace for the County of York to levy an assessment to pay off the County Debt.

Leave granted.

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

Mr. Botsford, by leave, presented a Petition from Thomas Robson, of Sackville, in the County of Westmorland, praying Legislative encouragement in the erection of a Fog Bell, on a new construction, in the Bay of Fundy; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed to take into consideration all matters relating to Light Houses, to report thereon.

Mr. Taylor moved for leave to bring in a Bill to amend an Act, intituled "An Act to incorporate the City of Fredericton."

Leave granted.

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

Mr.

Mr. Boyd, by leave, presented a Petition from the President and Directors of the Grammar School at Saint Andrews, in the County of Charlotte, praying aid to enable them to employ an Assistant in that Establishment; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration the subject of the Education of the Youth of the Province, to report thereon.

Mr. Taylor moved for leave to bring in a Bill to enable Her Majesty's Justices of the Peace for the County of York to sell certain Lands in the City of Fredericton, and to provide for the liquidation of the County Debt.

Leave granted.

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

Mr. Steves moved for leave to bring in a Bill to authorize Her Majesty's Justices of the Peace in the County of Albert to designate the Gaol Limits of said County.

Leave granted.

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

Mr. Boyd, by leave, presented a Petition from Charles Maguire, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Saint Patrick, in the County of Charlotte, for a period of eight months during the past year; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Steves, by leave, presented a Petition from Thomas Baker, a licenced Teacher, praying remuneration for having taught a School in the Parish of Salisbury, County of Westmorland, for a period of three months ending the twentieth day of May last; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Street, by leave, presented a Petition from Thomas Le France, Robert Robinson, John Herbert, and one hundred and eleven others, praying that the Lazaretto on Sheldrake Island, in the Parish of Alnwick, in the County of Northumberland, may be abolished, and a new one established at Tracadie, or the neighbourhood thereof, in the County of Gloucester; which he read.

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

Mr. M'Leod, by leave, presented a Petition from Daniel M'Keel, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Greenwich, in Kings' County, for a period of six months ending the third day of November last; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. M'Leod, by leave, presented a Petition from Amos Keith, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Studholm, in Kings' County, for a period of six months ending the first day of July last; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Boyd, by leave, presented a Petition from Daniel M'Laughlan, Overseer of the Fisheries at Grand Manan, in the County of Charlotte, praying compensation for damages sustained by him in the execution of his duty; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed to take into consideration all matters connected with the Fisheries of the Province, to report thereon.

Mr. End, by leave, presented a Petition from John Frizzle, Mail Carrier between Bathurst and Shippagan, in the County of Gloucester, and one hundred and three others, praying a continuation of the Grant for that service; which he read.

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

Mr. Carman moved for leave to bring in a Bill to alter and amend an Act, intituled "An Act to provide for the collection of County and Parish Rates," so far as the same relates to the County of Northumberland.

Leave granted.

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

Mr.

Mr. Wark, 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 His Speech delivered at the opening of the Session, reported,—That they had attended to that duty, and that His Excellency had appointed the hour of half past one o'clock this day, to receive the same at Government house.

Mr. End, by leave, presented a Petition from Hugh A. Caie, of Shippegan, in the County of Gloucester, praying to be remunerated for advances made by him for the relief of sick and destitute Emigrants in the year 1847; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration the claims for the support of Emigrant Poor, to report thereon.

Mr. End, by leave, presented a Petition from John Doran, of Shippegan, in the County of Gloucester, of a like prayer, for the relief of sick and destitute Emigrants during the years 1847 and 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Carman, by leave, presented a Petition from Robert Noble, Benjamin Williston, and fifty one others, of the Parish of Glenelg, in the County of Northumberland, praying that the Grant of last Session to relieve distress and procure Seed for that County, may be re-appropriated; which he read.

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

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, and presented the same, which is as followeth:—

To His Excellency Sir EDMUND WALKER HEAD, Baronet, 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 Representatives of Her Majesty's loyal and devoted Subjects, the People of New Brunswick, beg leave to thank Your Excellency for your Speech at the opening of the present Session.

The fulfilment of our duties to Her Most Gracious Majesty, and the welfare of the People in this portion of Her Dominions, being our common object, we greet Your Excellency as the Representative of our Sovereign with a hearty welcome, and assure Your Excellency of our readiness to devote our best energies for the advancement of the Public welfare.

We hail, as a subject of sincere congratulation, the birth of a Princess since our last meeting.

Although the depression of our Commercial Interests is much to be regretted, yet we rejoice with Your Excellency in the prospect that the Commerce and Industry of this Province will be benefitted by the reviving trade and prosperity of the Mother Country; and we have great cause to be thankful that we feel in our Commercial Relations only the remote effects of those Revolutions which yet disturb so large a portion of Europe.

The sublime and effective demonstration of the Civil Power, on a recent occasion in the Mother Country, well attests the excellence and stability of our National Institutions, and affords the most gratifying assurance that they are duly appreciated by the wise and the good of all classes of society: And while so many great and powerful Nations have been visited with tumult and bloodshed, it becomes us to record our unfeigned gratitude to that Divine Being, by whom Kings reign and Princes decree justice, that it has pleased Him to uphold and preserve the integrity of our Empire.

In this day of Railway facilities, we agree with Your Excellency, that we cannot properly abstain from doing our utmost to promote such undertakings in this Province.

We shall be happy to receive the Report of the Commissioners on the proposed Trunk Line between Halifax and Quebec, the importance of which, we are gratified

to learn, is duly appreciated at home; and we fully agree with Your Excellency in the belief that the destiny of these Colonies is, under Providence, involved in this great question, and that on Public Works of this description, the elements of our future prosperity mainly depend for their immediate development: We shall therefore cheerfully render our aid in devising and perfecting any scheme for promoting works of this description, which may be consistent with good faith and sound Financial principles.

Viewing the contemplated Line of Railway between Saint John and Shediac as one of great importance to the interests of this Province, we are happy to learn that the appropriation of the last Session, for the Survey of that Line, has been duly applied.

We consider the opening of Inland Communication by Steam, between the Bay of Fundy and the River Saint Lawrence, as of great Commercial importance; and we shall give due consideration to any measure relating to this subject which may be brought before us, trusting with Your Excellency that the Canadian Government will co-operate in opening up this desirable medium of intercourse.

It is a matter of congratulation that the disasters which marked the Immigration from the Mother Country of the previous Season have not been repeated during the year just expired.

Desirous of doing all in our power to secure the occupation and improvement of our Wild Lands by industrious Settlers, we shall thankfully receive from Your Excellency any information and suggestions which may assist us in the consideration of this important question.

Deeply impressed with the paramount importance of our Agriculture, we shall be at all times prepared so to foster and encourage its increasing claims, as to turn our ample resources in this branch of industry to the best account.

In the prosperity of our Fisheries we have always felt a deep interest; and we are gratified to learn that the steps taken by the Government, during the last Season, have contributed to the success of the valuable and important Fishery at Grand Manan.

We shall give our best consideration to any measures which may be laid before us in connection with the Criminal Law.

Appreciating, as we ever have, the value and importance of our Common Schools, we shall give our best attention to the consideration of such amendments as may be required in the present Law.

The difficulties, which have heretofore occurred in carrying out the Act relating to Indian Reserves, have caused considerable dissatisfaction; it is therefore highly gratifying to us to be informed, that Your Excellency will now be able to give effect to former Legislation on this subject, and Your Excellency may, at all times, rely on our readiness to co-operate in any measures for promoting the welfare of the Indian Population.

Burdened as we have hitherto been by Postal charges and regulations, so ill adapted to the circumstances and requirements of the Country, it affords us great satisfaction to learn that Her Majesty's Ministers propose to obtain, at the present Session of Parliament, the powers necessary to enable us to deal with this highly important subject.

We shall thankfully receive the Returns of the Provincial Revenue; and we deem it a matter of public congratulation that, notwithstanding the general depression of Trade, the Public Credit has been so satisfactorily maintained by the prompt discharge of all the current demands upon the Treasury.

Having been called upon to make large and unexpected advances at the last Session, in connection with the Emigration of 1847, we are much pleased to learn that a portion of those advances has been repaid, and that the remainder will probably soon be transmitted by the Imperial Government.

We shall receive with the respect and consideration due to so high an authority, the Despatches from the Secretary of State relating to the Public Expenditure, and the imposition of Duties for raising a Revenue; and whilst we assure Your Excellency of our disposition to adopt the least objectionable mode of levying the necessary Funds, we shall feel it our duty, having regard to a proper economy, to grant such Supplies as may be necessary for the maintenance of the Public Credit and the Administration of the Government.

We hear with much satisfaction of the prospect of a speedy determination of the long pending dispute in relation to the Boundary between this Province and Canada; and we have every confidence that the decision of Her Majesty's Government on this subject will do full justice to the claims of this Province.

We shall at all times be ready to adopt such measures as will best facilitate the developement of the vast and varied resources of our Soil, our Mines, and our Fisheries; and we agree with Your Excellency that, among such measures, none can be more important in their bearing upon the developement of our real wealth, than those relating to Railways. We are well aware, that for the construction of such works upon a large scale, we must depend upon the confidence of Capitalists, the stability of our faith, and the sufficiency of our resources; and as the Provincial Credit has been thus far maintained, under our ordinary engagements, so do we trust that by a steady economy and a judicious system of control and expenditure, we shall hereafter, in more extensive operations, preserve unimpaired the faith and credit of the Province: And participating with Your Excellency in the hope that the principles now admitted, with reference to the Government of this Province, may facilitate the prosecution of great Public measures, we assure Your Excellency that we shall heartily co-operate with Your Excellency's Government in maturing such measures as shall be best calculated to advance the interests of our Constituents, and maintain inviolate our connection with the British Empire.

And being returned—

The Honorable 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: I recognize in it the loyalty which has always characterized this Province; and I receive with much pleasure the assurance that you will give your best consideration to the important measures now demanding your attention.”

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

Monday, 5th February, 1849.

Prayers.

Read a second time the following Bills, viz:—

A Bill to alter the times of holding the Circuit Courts in the City and County of Saint John:

A Bill to alter and enlarge parts of three Parishes in the County of York, and to erect a separate Parish therein:

A Bill to authorize Her Majesty's Justices of the Peace for the County of York to levy an assessment to pay off the County Debt:

A Bill to amend an Act, intituled “An Act to incorporate the City of Fredericton:”

A Bill to enable Her Majesty's Justices of the Peace for the County of York to sell certain Lands in the City of Fredericton, and to provide for the liquidation of the County Debt:

A Bill to authorize Her Majesty's Justices of the Peace in the County of Albert to designate the Gaol Limits of said County: and

A Bill to alter and amend an Act, intituled “An Act to provide for the collection of County and Parish Rates,” so far as the same relates to the County of Northumberland.

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

Returns from the Auditor General in reference to the Queen's Casual Revenue and Canadian Disputed Territory Fund, made up to the 31st day of December, 1848; and which are as follow:—

CASUAL REVENUE ACCOUNTS.

CIVIL LIST OF THE PROVINCE OF NEW BRUNSWICK FOR THE YEAR 1848.

First Quarter—to 31st March.

Sir W. M. G. Colebroke,	Lieutenant Governor,	£865	7	8
Alfred Reade, Esquire,	Private Secretary,	57	13	10
Hon. Ward Chipman,	Chief Justice Supreme Court,	274	0	9
" James Carter,	Justice Supreme Court,	187	10	0
" Robert Parker,	Do. Do.	187	10	0
" Do. Arrears from 1847.	Do. Do.	9	12	11
" Geo. F. Street,	Do. Do.	187	10	0
" Thomas Baillie,	Surveyor General,	346	3	1
" F. P. Robinson,	Auditor General,	86	10	9
" Thomas C. Lee,	Receiver General,	86	10	9
Executors late C. J. Peters,	late Attorney General,	59	5	6
Hon. W. B. Kinnear,	Attorney General,	99	7	6
Do.	Solicitor General to the 3rd February,	21	11	1
Charles Fisher, Esquire,	Donation, King's College,	277	15	6
Commissioner of Indians,	Donation,	15	0	0
Anthony Lockwood, Esq.,	Annuity, not to be paid until Life Certificate is produced,	43	5	4
M. H. Perley, Esquire,	Acting Emigrant Agent,	28	16	11
Hon. J. S. Saunders,	Provincial Secretary,	150	0	0
Matthew Brannen, Esq.,	Clerks in the Office of the Provincial Secretary,	45	0	0
Robert Fulton, Esquire,		35	0	0
John Gregory, Esquire,		30	0	0
Andrew Inches, Esquire,	For services to the Executive Council,	25	0	0
Robert Fulton, Esquire,		25	0	0
				£3,143 11 7

Second Quarter—to 30th June.

Sir Edmund W. Head,	Lieutenant Governor,	£770	10	11
R. T. Pennefather, Esquire,	Private Secretary,	51	7	4
Hon. Ward Chipman,	Chief Justice Supreme Court,	274	0	9
" James Carter,	Justice Supreme Court,	141	2	10
" Robert Parker,	Do. Do.	187	10	0
" Geo. F. Street,	Do. Do.	187	10	0
" Thomas Baillie,	Surveyor General,	346	3	1
" F. P. Robinson,	Auditor General,	86	10	9
" Thomas C. Lee,	Receiver General,	86	10	9
" W. B. Kinnear,	Ex-Attorney General,	92	8	1
" L. A. Wilmot,	Attorney General,	66	4	11
" W. B. Kinnear,	Solicitor General,	24	1	4
" Charles Fisher,	Donation, King's College,	277	15	6
Commissioner of Indians,	Donation, Indians,	15	0	0
Anthony Lockwook, Esq.,	Annuity, not to be paid until Life Certificate is produced,	43	5	4
Moses H. Perley, Esquire,	Acting Emigrant Agent,	28	16	11
Hon. J. S. Saunders,	Provincial Secretary,	150	0	0
Matthew Brannen, Esq.,	Clerks in the Office of the Provincial Secretary,	45	0	0
Robert Fulton, Esquire,		35	0	0
John Gregory, Esquire,		30	0	0
Andrew Inches, Esquire,	For services to the Executive Council,	25	0	0
Robert Fulton, Esquire,		25	0	0
				£2,988 19 1

Third Quarter—to 30th September.

Sir Edmund W. Head,	Lieutenant Governor,	£865	7	8
R. T. Pennefather, Esquire,	Private Secretary,	57	13	10
Hon. Ward Chipman,	Chief Justice Supreme Court,	274	0	9
" James Carter,	Justice Supreme Court,	109	0	0
" Robert Parker,	Do. Do.	187	10	0
" Geo. F. Street,	Do. Do.	187	10	0
" Thomas Baillie,	Surveyor General,	346	3	1
" F. P. Robinson,	Auditor General,	86	10	9
" Thomas C. Lee,	Receiver General,	86	10	9
<i>Carried forward,</i> ...				£2,200 6 10
				£6,132 10 8

	<i>Brought forward,</i>	...	£2,200	6	10	£6,132	10	8
Hon. L. A. Wilmot,	Attorney General,		150	0	0			
" W. B. Kinnear,	Solicitor General,		57	13	10			
" Charles Fisher,	Donation, King's College,		277	15	6			
Commissioner of Indians,	Donation, Indians,		15	0	0			
Anthony Lockwood, Esq.,	Annuity, not to be paid until Life Certificate is produced,		43	5	4			
Moses H. Perley, Esquire,	Acting Emigrant Agent,		28	16	11			
Hon. J. R. Partelow,	Provincial Secretary,		141	17	0			
" J. S. Saunders,	Ex-Provincial Secretary,		8	3	0			
Andrew Inches, Esquire,	For services to the Executive Council,	}	25	0	0			
Robert Fulton, Esquire,			25	0	0			
Matthew Brannen, Esq.,	Clerks in the Office of the Provincial Secretary,	}	45	0	0			
Robert Fulton, Esquire,			35	0	0			
John Gregory, Esquire,			30	0	0			
			<hr/>			£3,082	18	5

Fourth Quarter—to 31st December.

Sir Edmund W. Head,	Lieutenant Governor,		£865	7	8			
R. T. Pennefather, Esquire,	Private Secretary,		57	13	10			
Hon. Ward Chipman,	Chief Justice Supreme Court,		274	0	9			
" James Carter,	Justice Supreme Court,		187	10	0			
" Robert Parker,	Do. Do.		187	10	0			
" Geo. F. Street,	Do. Do.		187	10	0			
" Thomas Baillie,	Surveyor General,		346	3	1			
" F. P. Robinson,	Auditor General,		86	10	9			
" Thomas C. Lee,	Receiver General,		86	10	9			
" L. A. Wilmot,	Attorney General,		150	0	0			
" W. B. Kinnear,	Solicitor General,		57	13	10			
" Charles Fisher,	Donation, King's College,		277	15	6			
Commissioner of Indians,	Donation, Indians,		15	0	0			
Anthony Lockwood, Esq.,	Annuity, on Certificate,		43	5	4			
Moses H. Perley, Esquire,	Acting Emigrant Agent,		28	16	11			
Hon. J. R. Partelow,	Provincial Secretary,		150	0	0			
Matthew Brannen, Esq.,	Clerks in the Office of the Provincial Secretary,	}	45	0	0			
Robert Fulton, Esquire,			35	0	0			
John Gregory, Esquire,			30	0	0			
Andrew Inches, Esquire,	For services to the Executive Council,	}	25	0	0			
Robert Fulton, Esquire,			25	0	0			
			<hr/>			£3,161	8	5
	Total for the Year,	...	...	...	...	£12,376	17	6
	Amount of Civil List,	...	...	...	...	14,500	0	0
	Surplus on the Year,	...	...	...	...	£2,123	2	6

Audit Office, January 15th, 1849.

F. P. ROBINSON.

SCHEDULE OF WARRANTS DRAWN ON THE CASUAL REVENUE OF THE PROVINCE OF NEW BRUNSWICK DURING THE YEAR 1848.

Month	No.	Name	£	s	d	Particulars	Total
Jan.	14	Andrew S. Phair, Postmaster,	157	14	11	Postages 4th Quarter, 1847—Secretary, £56 7 4; Surveyor General, £58 11 10; Auditor, £34 3 4; Receiver General, £6 2 8½; Com. Crown Debts, £2 9 8½.	
Feb.	3	Simon Killeen, James P. A. Phillips, Thomas Stewart, Francis Beverley, Mary Ann Sweade, William Reynolds, Samuel Akerley, Jonathan G. Harding, F. P. Robinson, John Simpson, William Mahood, James Davidson, William End,	3	15	0	For the Receiver General's Office. Printing, Contingencies, Bindings, Washing Towels, Stationery, Coal, Furniture, Paid for Fuel,	164 15 0
	106	Moses H. Perley, Beverley R. Jouett, James Donahy,	50	0	0	For the Crown Land Office. Ordered in Council, 3d Feb., 1848. For the Audit Office. } 3d February, 1848.	
	107		15	3	4	Conducting Suits against Captains of Emigrants Ships. 3d February, 1848. Further advance, York County Line. } Council, 10th February, 1848. Land Sale.	
	17	The Hon. Mr. Hill,	21	0	0	Attending Executive Council, 2 trips.	
	25	O. Davidson, Goater, Dorchester,	13	17	2	"The amount of his Account." Council, 17th February, 1848.	
March	29	Edward W. Miller,	5	0	0	Rent of Audit Office to date.	
	111	Hon. Mr. Hill,	10	10	0	Attending Executive Council in March, 1848.	
	112	Hon. Mr. Baillie,	296	13	4	In-door and extra Clerkship, Crown Land Office, to 31st March, 1848.	
	29		500	0	0	Surplus Funds in hand.	
April	31	Bev. Robinson, Esq., Treasurer,	115	12	0	Postages to date—Surveyor General, £46 6 11½; Secretary, £38 18 2; Auditor, £23 12 7; Receiver General, £6 14 3½.	
	6	Andrew S. Phair, Postmaster,	20	5	5½	Stationery, } For the Secretary's Office. In Council, 31st March, 1848. Contingencies, } do. } Secretary's Office.	
	8	Henry S. Beek, Joseph Gaynor, Thomas Aitken, Reed and Willox, F. P. Robinson, Daniel Sweeney, Joseph Gaynor, J. & A. McMillan, Henry S. Beek,	3	9	5	Contingencies, Audit Office. Fuel, Contingencies, Crown Land Office. Stationery, do.	
	115		3	1	6	Secretary's Office.	
			0	12	6	Contingencies, Audit Office.	
			4	16	3	Fuel, Contingencies, Crown Land Office.	
			12	11	8	Stationery, do.	
			1	15	3½	Contingencies, Crown Land Office.	
			3	16	0	Stationery, do.	
			41	15	11	Contingencies, Crown Land Office.	
			68	9	11	£1,374 11 74	
		Carried forward,.....					

Schedule of Warrants drawn on the Casual Revenue of the Province of New Brunswick during the Year 1848—Continued.

Month	No.	Name	Particulars	£	s	d	Total	Remarks
April	8	115 J. W. Brailey, (George Priestley,	Stationery, } Secretary's Office.	£68	9	14	£1,374 11 7	In Council, March 31, 1848.
			Fuel,	0	8	9		
April	12	116 Solicitor General Kinnear, Sheriff,	Costs in the Daily case.	£10	2	1	78 12 10	do.
			do.	7	11	6		
May	117	Hon. H. Johnston, 3 trips.		£17	10	0	17 13 7	Expenses attending Executive Council to date, (11th April, 1848,) inclusive.
		" E. B. Chandler, 2 "		10	10	0		
		" R. L. Hazen, 2 "		5	16	8		
		" Colonel Shore, 1 "		11	13	4		
		" A. Rankin, 1 "		5	16	8		
		" Thomas Baillie, 1 "		5	16	8		
		" George S. Hill, 1 "		10	10	0		
		" Hugh Johnston, 1 "		£5	16	8	73 10 0	
		" E. B. Chandler, 1 "		10	10	0		
		" R. L. Hazen, 1 "		5	16	8		
May	118	" A. Rankin, 1 "		10	10	0		Expenses attending Executive Council to date, 6th May, 1848.
		" George S. Hill, 1 "		10	10	0		
	119	Jonathan G. Harding, Justin Spahn, Francis Beverley, Spafford Barker, William H. Robinson, Henry S. Beek, Jonathan Donavan, Richard Dunn, Henry S. Beek, Daniel Williams, Bradley and Green, Philip Schleyer, Francis Beverley,	Furniture, Mathematical Instruments, Binding and Stationery, } Crown Land Office. Lamp and Oil, Candles, Stationery to April 20, 1848, } Audit Office. Repairing Grate, 1 Year's Rent of Receiver General's Office. Stationery, Receiver General's Office. Cutting Wood, Receiver General's Office. Freight of Public Documents, } Secretary's Office. Repairing Look, Binding Gazette, &c.	£8	3	9	43 3 4	
				8	1	0		
				3	5	0		
				0	19	9		
				1	11	6		
				12	7	10		
				0	6	0		
				15	0	0		
				3	17	11		
				1	4	0		
				1	5	0		
			0	2	6			
			1	0	0			
			57	4	8			
10	120	William K. Reynolds,	Refund of payment to Deputy Malwood, Seizing Logs.	4	0	0		In Council, 5th May, 1848.
30	121	Edward W. Miller,	Rent of Auditor's Office to date.	5	0	0		
		Carried forward,.....		£1,653	15	8		

Schedule of Warrants drawn on the Casual Revenue of the Province of New Brunswick during the year 1848—Continued.

Month	No.	Name	Particulars	£	s	d	Total	Remarks
May	122	R. L. Hazen, in Jan., 1848, 1 trip,		£5	16	8	£1,653 15 8	Expenses attending Executive Council.
		A. Rankin, do.		10	10	0		
June	123	E. B. Chandler, May 30, 1848, "		10	10	0		Expenses of Survey and Inspection Indian Reserves, (30th May, 1848.) Completing Survey of the Cork Settlement. Towards Survey of Lots at the Grand Falls. In-door and extra Clerkship, Crown Land Office, 2nd Quarter, 1848. Surplus Funds in hand. Return of Purchase Money on Land.
		R. L. Hazen, do.		5	16	8		
		George S. Hill, do.		10	10	0		
		Alexander Rankin, do.		10	10	0		
		J. R. Partelow, do.		5	16	8		
June	124	W. Salter, Com. Indian Lands,		59	10	0		Expenses attending Executive Council this date.
	125	Michael O'Connor,		33	8	5		
July	126	Michael Harley,		21	15	0		Surveying Pasture Lots, &c., Grand Falls. Charts for Crown Land Office. Surveying Indian Lands. Government Printing. Gazettes, &c., to 30th June. Messenger, &c., Audit Office.
	127	Thomas Baillie, Sur. General,		55	0	0		
	128	B. Robinson, Prov. Treasurer,		260	0	0		
	129	Patrik Ryan,		1000	0	0		
August	130	R. L. Hazen, Alexander Rankin, E. B. Chandler, George S. Hill, J. R. Partelow,		2	10	0		Postage to 30th June—Secretary, £80 11 7; Surveyor General, £56 14 6; Auditor, £16 3 11; Receiver General, £63 4 5. Surplus Funds in hand.
	131	Andrew S. Phair, Post Master,		£49	5	0		
August	132	B. Robinson, Prov. Treasurer,		0	15	0		Expenses attending Executive Council.
	133	E. B. Chandler, 1 trip, R. L. Hazen, 1 " G. S. Hill, 1 "		6	15	0		
August	134	Francis Beverley, Stewart and Niel, A. J. Lordly, William A. Mc'Lenn,		183	16	3		Stationery, Crown Land Office. Contingencies, Audit Office.
				4	0	0		
		Carried forward,.....		£10	10	0	£4,110 4 9	

Schedule of Warren ts drawn on the Casual Revenue of the Province of New Brunswick during the year 1848—Continued.

Month	Item	£	s	d	Total (£)	Description
Aug. 19	134 J. A. Phillips, <i>brings forward</i>	£7	16	5	£4,110	
		7	12	0	4	
	135 Arthur Ritchie and Co., The Surveyor General,	£18	4	4	15	Printings, &c., Crown Land Office.
Sept. 13	136 Patrick Doyle,	47	6	8	8	Stationery, do.
14	137 Edward Miller,					Levelling Instrument, do.
16	138 E. B. Chandler, 1 trip,	£10	10	0	95	Refund of payment for Land.
	G. S. Hill, 1 "	10	10	0	12	Rent of Auditor's Office to 31st August.
	R. L. Hazen, 1 "	5	16	8	0	Expenses attending Executive Council.
19	139 Arthur Ritchie and Co.,				26	Stationery, Crown Land Office.
29	140 T. Baillie, Surveyor General,				6	Clerkship, Crown Land Office, Quarter ending 30th September.
Oct. 14	141 A. S. Phair, Post Master,				310	Postages—Secretary, £70 3 7; Surveyor General, £19 6 8; Auditor, £12 9 7;
27	142 G. S. Hill, 1 trip,	£10	10	0	14	Receiver General, £5 14 2.
	R. L. Hazen, 1 "	5	16	8	0	Attending Executive Council.
28	143 A. S. Phair, Post Master,	£2	7	7	16	Postage, Attorney General.
	Adam Charters,	1	2	6	8	Fuel, } Secretary's Office.
	William A. McLean,	2	15	0		Coal, }
	Henry Chubb and Co.,	4	12	3		Stationery, }
	H. S. Beek,	76	0	10		Stationery—Secretary, £16 5 3; Surveyor General, £21 6 1; Auditor, £8 9 6.
	F. P. Robinson,	3	0	0		Attendance, Audit Office.
	Knoch Bradley,	1	2	6		Contingencies, Crown Land Office.
	Thomas C. Lee,	3	0	0		do. Receiver General's Office.
	Michael Harley,	20	0	0		Surveying, Grand Falls.
30	144 William Scott,	£4	19	0	114	
	Joseph Beck,	5	14	0	0	
Dec. 1	145 E. B. Chandler, 1 trip,	£10	10	0	10	Attending Executive Council.
	G. S. Hill, 1 "	10	10	0	13	Rent of Auditor's Office to date.
	R. L. Hazen, 1 "	5	16	8	0	Salary as Clerk, Crown Land Office, October and November, 1848.
	146 Edward Miller,				26	Surplus Funds in hand.
2	147 John Pennecfather,	5	0	0	16	In-door Establishment, Crown Land Office, to December 31, 1848.
29	148 B. Robinson, Treasurer,	16	13	4	0	
	149 T. Baillie, Surveyor General,	500	0	0	0	
		255	0	0	0	
					£5,663	
					5	
					5	

Audit Office, Fredericton, January 15, 1849.

F. P. ROBINSON.

Account of Salaries paid to the Clerks and other Officers on the In-door Establishment of the Crown Land Office during the year 1848.

First Quarter—to 31st March.

Paid Robert Gowan,	Accountant,	£50 0 0
Andrew Inches,	Draftsman,	50 0 0
John Wilkinson,	Compiler,	55 0 0
Timothy O'Connor,	Assistant Draftsman,	37 10 0
Anthony Lockwood,	Do. do.	37 10 0
George P. Wolhaupter,	Clerk,	17 10 0
William Percival,	Compiler,	20 0 0
John Pennefather,	Clerk,	16 13 4
Thomas Sweade,	Messenger,	12 10 0
		<hr/>
		£296 13 4

Second Quarter—to 30th June.

Paid Robert Gowan,	Accountant,	£50 0 0
Andrew Inches,	Draftsman,	50 0 0
Anthony Lockwood,	Assistant Draftsman,	37 10 0
Timothy O'Connor,	Do. do.	37 10 0
George P. Wolhaupter,	Clerk,	17 10 0
William Percival,	Compiler,	30 0 0
John Pennefather,	Clerk,	25 0 0
Thomas Sweade,	Messenger,	12 10 0
		<hr/>
		260 0 0

Third Quarter—to 30th September.

Paid Robert Gowan,	Accountant,	£50 0 0
Andrew Inches,	Draftsman,	50 0 0
John Grant,	Compiler,	50 0 0
Anthony Lockwood,	Assistant Draftsman,	37 10 0
Timothy O'Connor,	Do. do.	37 10 0
George P. Wolhaupter,	Clerk,	17 10 0
John Pennefather,	Do.	25 0 0
William Percival,	Compiler,	30 0 0
Thomas Sweade,	Messenger,	12 10 0
		<hr/>
		310 0 0

Fourth Quarter—to 31st December.

Paid Robert Gowan,	Accountant,	£50 0 0
Andrew Inches,	Draftsman,	50 0 0
John Grant,	Compiler,	50 0 0
Anthony Lockwood,	Assistant Draftsman,	37 10 0
Timothy O'Connor,	Do. do.	37 10 0
George P. Wolhaupter,	Clerk,	17 10 0
John Pennefather,	Do. (to 30th November,)	16 13 4
Thomas Sweade,	Messenger,	12 10 0
		<hr/>
		271 13 4

Total for the year, £1,138 6 8

RECAPITULATION.

Robert Gowan,	12 months,	£200 0 0
Andrew Inches,	12 months,	200 0 0
Anthony Lockwood,	12 months,	150 0 0
Timothy O'Connor,	12 months,	150 0 0
George P. Wolhaupter,	12 months,	70 0 0
Thomas Sweade,	12 months,	50 0 0
John Pennefather,	10 months,	83 6 8
William Percival,	8 months,	80 0 0
John Grant,	6 months,	100 0 0
John Wilkinson,	3 months,	55 0 0
		<hr/>
		£1,138 6 8

Abstract of the Receipts and Expenditure of the Casual and Territorial Revenue for the Year 1848.

1848.

RECEIPTS.

Jan. 1.—	Balance in favor of the Province,	£524	2	9
Jan. 1	} Proceeds of Mileage for Licences to cut Timber and Lum- ber, and Duty on Excesses unlicenced, to } Proceeds of Land sold, Dec. 31. } Contingencies collected at the Provincial Secretary's Office, } Contingencies collected at the Crown Land Office, and } Incidental payments,	£1,992	8	0
		2,561	5	7
		855	6	8
		105	2	9
				<u>5,514 3 0</u>
				<u>£6,038 5 9</u>

EXPENDITURE.

Surveys and Inspections,	£276	18	4	
Clerk hire, Crown Land Office,	1,138	6	8	
Contingencies, do. do.	245	6	11½	
Rent and Contingencies, Audit Office,	59	5	7	
Contingencies, Secretary's Office,	94	15	1	
Rent and Contingencies, Receiver General's Office,	26	16	11	
Travelling Expenses, Executive Councillors,	347	13	4	
Postages, Provincial Secretary,	£246	0	8	
" Surveyor General,	210	19	11½	
" Auditor do.	86	9	5	
" Receiver do.	24	15	7½	
" Attorney do.	2	7	7	
" Commissioners Crown Debts,	2	9	8½	573 2 11½
Land Sales cancelled,				25 3 0
Printing, Advertising, Gazettes,				215 2 6
Crown Prosecutions,				46 16 11
The Dorchester Gaoler's Account,				13 17 2—
Payments to the Treasurer,				3,063 5 5
Fees on Timber Petitions, returned in 1847, without Warrant, under Orders from the Executive, and not in the Auditor's Abstract,				2,600 0 0
Balance in favor of the Province,				9 0 0
				366 0 4
				<u>£6,038 5 9</u>

1848.

Dec. 31.—	Balance due the Province,	£366	0	4
	Made up as follows—			
	In Receiver General's hands,	£401	12	11
	From which deduct—			
	Unpaid Warrants,	35	12	7
				<u>£366 0 4</u>

Audit Office, January 15, 1849.

F. P. ROBINSON.

Distribution of the Surplus Civil List Fund, for 1848.

1848.

RECEIPTS.

Jan. 1.—	In Receiver General's hands,	£10,038	14	9
Dec. 31.—	Surplus on the Year,	2,123	2	6
				<u>£12,161 17 3</u>

EXPENDITURE.

Jan. 1	} On Account of Clerkship, Audit Office, } Extra Clerkship and Messenger, Secretary's Office, to } Contingencies in the Secretary's Office, Dec. 31. } Honorable R. L. Hazen, Mission to Canada, } J. A. Beckwith, Statistics for Blue Book, } Costs and Expenses in case of Piracy,	£173	17	0
		95	0	0
		25	4	3
		100	0	0
		25	0	0
		101	19	2
				<u>£521 0 5</u>
	Carried forward,	£12,161	17	3

		<i>Brought forward,</i>	...	...	...	£521 0 5	£12,161 17 3
		Sir W. Colebrooke, Salary, in April,	...	...	...	94 16 9	
		A. Read, Esquire, do. do.	...	...	...	6 6 6	
		Mr. M. Perley, Services Railway Survey,	...	...	...	100 0 0	
Jan. 1	to	Indian Deputation from Canada,	...	...	...	22 1 7	
		Mr. d'Avray's Outfit and Passage,	...	...	...	311 1 2	
Dec. 31.		W. Carman, Esq., conducting Criminal Prosecutions,	...	...	...	17 10 0	
		Expense of Witnesses, Trial for Riot in the County of Carleton,	...	...	...	50 0 0	
		On Account of Provincial Contingencies,	...	...	...	198 18 0	
							1,321 14 5
Dec. 31.		—Balance in favor of this Fund,	...	...	...	...	£10,840 2 10
		Of which there is—					
		In the Receiver General's hands,	...	...	...	£4,840 2 10	
		“ Provincial Treasurer's hands,	...	...	...	6,000 0 0	
							£10,840 2 10

Audit Office, 15th January, 1849.

F. P. ROBINSON.

Schedule of Warrants drawn on the Surplus Civil List in the Year 1848.

Jan. 14,	97	William Willoughby,	Attendance, Secretary's Office,			£3 0 0
Feb. 5,	98	J. M'Night,	Fuel, do.	£0 16 6		
		Francis Beverley,	Stationery, do.	4 19 0		
		T. B. Featherston,	do. do.	0 17 6		
		C. W. Bowden,	Clerkship, do.	20 0 0		
		J. Simpson,	Printing, &c., do.	18 11 3		
						45 4 3
Mar. 10,	99	Hon. R. L. Hazen,	Mission to Canada in Sept. and Oct., 1847,			100 0 0
	28,	100	F. P. Robinson,	Clerkship, Audit Office,	£38 9 3	
			William Willoughby,	Attendance, Secretary's Office,	3 0 0	
						41 9 3
April 8,	101	C. F. Bowden,	Clerkship, do.	£20 0 0		
		W. H. Gall,	do. Audit Office,	20 0 0		
		J. A. Beckwith,	Statistical Returns for the Blue Book,	25 0 0		
		Central Bank,	Advances to Provost Marshal, case of Piracy,	90 5 10		
		Hon. Mr. Chandler,	Costs in the same case,	11 13 4		
						166 19 2
17,	102	Sir Wm. Colebrooke,	Salary, Lt. Gov. to 10th inst.,	£94 16 9		
		A. Reade, Esquire,	do. Priv. Sec'y, do.	6 6 6		
						101 3 3
May 9,	103	Central Bank, advances,	Indian Deputation from Canada,	£22 1 7		
		do. do.	M. H. Perley, Esq., services connected with Railway Survey.	100 0 0		
		do. do.	Mr. d'Avray's Outfit and Passage, February, 1848,	311 1 2		
						433 2 9
31,	104	William Carman,	Conducting Criminal Prosecutions in 1847,			17 10 0
June 30,	105	F. P. Robinson,	Clerkship, Audit Office.	£38 9 3		
		William Willoughby,	Attendance, Secretary's Office,	3 0 0		
July 8,	106	C. S. Bowden,	Clerkship, do.			20 0 0
	107	Justices, Carleton,	Loan to defray expense of Witnesses, Riot Trial,			50 0 0
	108	Richard Pennefather,	On Acct. Prov. Contingencies,			198 18 0
Sept. 29,	109	F. P. Robinson,	Clerkship, Audit Office,			38 9 3
Oct. 20,	110	William Willoughby,	Attendance, Secretary's Office,			3 0 0
	28,	111	C. S. Bowden,	Salary, do.		20 0 0
Dec. 29,	112	F. P. Robinson,	Clerkship, Audit Office,			38 9 3
	113	William Willoughby,	Attendance, Secretary's Office,			3 0 0
						£1,321 14 5

Audit Office, January, 15, 1849.

F. P. ROBINSON.

State of the Canada Disputed Territory Fund the 31st of December, 1848.

1848.							
January 1.	In Receiver General's hands,	...	...	...	...	...	£6,502 13 9
	Paid Jacob Allan's salary, 1848,	...	...	...	...	£250 0 0	
	" Jacob Allan's contingencies of Office in 1848,					126 11 3	
						<u>376 11 3</u>	
	In Receiver General's hands, December 31, 1848,	...	...				<u>£6,126 2 6</u>
1849.							
January 1.	In Receiver General's hands at date,	...	...	...	...		<u>£6,126 2 6</u>

Schedule of Warrants drawn on the Canada Disputed Territory Fund in the year 1848.

1848.							
February 7,	99.	Jacob Allan,	Contingencies of Office,...	...	£60 7 3		
March, 29,	100.	Do.	Salary, 1st Quarter, 1848,	...	62 10 0		
June, 29,	101.	Do.	Do. 2d do.	...	62 10 0		
July 8,	102.	Do.	Contingencies of Office,	...	26 8 0		
Sept. 29,	103.	Do.	Salary, 3d Quarter, 1848,	...	62 10 0		
October 28,	104.	Do.	Contingencies of Office,	...	39 16 0		
Dec. 29,	105.	Do.	Salary, 4th Quarter, 1848,	...	62 10 0		
						<u>£376 11 3</u>	

Audit Office, 15th January, 1849.

F. P. ROBINSON.

On motion of the Honorable Mr. Partelow,
Ordered, That the foregoing Returns be referred to the Committee on Public Accounts, to report thereon.

The Honorable Mr. Partelow, a Member of Her Majesty's Executive Council, also by command of His Excellency the Lieutenant Governor, laid before the House—
Report from the Auditor General on the Accounts of John Simpson, Esquire, Queen's Printer, for the year 1848.

[*See Appendix.*]

Also, the following Documents, in reference to the Treasury Department for the year ending on the 31st day of December, 1848, viz:—

Abstract of Revenue:

Statement of Dutiable Articles Imported:

Account of Revenue and Expenditure:

Return of Treasury Department.

ABSTRACT OF THE REVENUE OF THE PROVINCE OF NEW BRUNSWICK FOR THE YEAR 1848.

	Loan Fund.	Ordinary Revenue.	Export Duty.	Casual Revenue.	Supreme Court Fees.	Rec. from the Customs.	Auction Duties.	Pedlars' Licences.	Emigrant Duties.	Li. House Duties.	S. & D. Seamen's Duties.	TOTALS.
Saint John, ...	£3,774 11 9	37,772 1 74	12,391 15 8	2,600 0 0	665 18 2	2,370 15 1	264 3 11	0 0 0	1,970 15 0	3,114 18 9	1,017 14 9	63,973 15 81
Miramichi, ...	362 2 0	4,921 5 64	1,689 19 0	0 0 0	0 0 0	0 0 0	1 16 8	0 0 0	58 10 0	159 4 8	272 8 4	6,565 6 94
Dalhousie, ...	130 17 2	1,718 15 1	1,425 4 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	4 10 0	100 4 1	91 14 0	3,471 5 1
Bathurst, ...	62 9 6	639 12 114	978 15 114	0 0 0	0 0 0	49 13 2	0 0 0	0 0 0	0 0 0	30 9 6	28 4 11	1,281 19 0
Shipuagan, ...	35 12 1	338 14 6	115 18 04	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	16 17 9	14 16 6	1,441 17 104
Richibucto, ...	47 8 114	812 5 9	616 9 6	0 0 0	0 0 0	68 13 6	0 0 0	0 0 0	0 0 0	66 3 5	62 15 5	1,673 15 64
Shediac, ...	0 8 6	26 13 2	358 3 8	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	37 1 7	35 16 9	458 12 8
Bay Verte, ...	0 8 9	6 5 6	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	6 14 8
Dorchester, ...	19 17 0	65 11 10	113 14 9	0 0 0	0 0 0	0 0 0	1 18 6	0 10 10	18 0 0	35 3 9	7 12 7	262 8 3
Hopewell, ...	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	6 14 8
Fredrickton, ...	7 1 64	134 7 104	103 17 44	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	18 8 9	4 5 10	126 9 114
Woodstock, ...	8 1 9	118 19 5	0 0 0	0 0 0	0 0 0	30 13 7	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	141 9 5
Saint Andrews, ...	169 9 7	1,787 8 114	444 15 54	0 0 0	0 0 0	192 1 0	8 19 94	2 10 0	285 15 0	230 4 6	141 18 2	3,263 2 34
Saint Stephen, ...	137 1 74	1,224 18 24	443 19 6	0 0 0	0 0 0	0 0 0	12 1 0	8 15 0	20 0 0	145 14 9	86 14 6	2,079 4 7
Saint George, ...	23 0 5	175 8 1	269 18 9	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	39 2 3	23 16 0	581 5 0
	£4,778 0 71	49,955 1 6	18,252 12 8	2,600 0 0	666 18 2	2,711 15 4	288 19 104	12 8 4	2,357 10 0	3,993 12 3	1,820 15 6	86,437 14 3

COMPARATIVE STATEMENT.

	1847.	1848.	Increase.	Decrease.
Loan Fund, ...	£9,571 11 14	£4,778 0 74	£0 0 0	£4,793 10 6
Ordinary Revenue, ...	50,287 17 4	48,955 1 6	0 0 0	1,332 15 10
Export Duty, ...	16,553 5 9	18,252 12 8	1,699 6 11	0 0 0
Casual Revenue, ...	9,500 0 0	2,600 0 0	0 0 0	6,900 0 0
Supreme Court Fees, ...	792 15 10	666 18 2	0 0 0	125 17 8
Received from the Customs, ...	31,912 19 10	2,711 15 4	0 0 0	29,201 4 6
Auction Duties, ...	246 14 94	288 19 104	42 5 1	0 0 0
Pedlars' Licences, ...	27 12 6	12 8 4	0 0 0	15 4 2
Emigrant Duties, ...	3,250 2 6	2,357 10 0	0 0 0	892 12 6
Light House Duties, ...	3,700 12 9	3,993 12 3	292 19 6	0 0 0
Sick and Disabled Seamen's Duties, ...	1,566 14 9	1,820 15 0	254 0 9	0 0 0
	£127,410 7 2	£86,437 14 3	£2,288 12 3	£43,261 5 2

Treasury, Saint John, 1st January, 1849.

B. ROBINSON, Province Treasurer.

Statement of Dutiable Articles Imported into New Brunswick, shewing also the amount of Provincial Duty collected thereon in the year 1848.

Collected at	OTHER VALUES.										OTHER VALUES.																									
	At 4 per cent.	At 7 1/2 per cent.	At 10 per cent.	At 15 per cent.	At 20 per cent.	At 30 per cent.	At 4 per cent.	At 7 1/2 per cent.	At 10 per cent.	At 15 per cent.	At 20 per cent.	At 30 per cent.	At 4 per cent.	At 7 1/2 per cent.	At 10 per cent.	At 15 per cent.	At 20 per cent.	At 30 per cent.																		
Loan Fund Values.	377,438	15 0	11,925	13 0	2,146	7 1/2	11,180	13 3/4	3,752	18 3/4	641	17 0	105,180	11 7/8	1,891	0 0	2,146	7 1/2	11,180	13 3/4	3,752	18 3/4	641	17 0												
Collected at	Forward,	Bay Verte,	Shippegan,	Woodstock,	Fredericton,	Saint Andrews,	Saint Stephen,	Saint George,	TOTALS,	Forward,	Bay Verte,	Shippegan,	Woodstock,	Fredericton,	Saint Andrews,	Saint Stephen,	Saint George,	TOTALS,	Forward,	Bay Verte,	Shippegan,	Woodstock,	Fredericton,	Saint Andrews,	Saint Stephen,	Saint George,										
Loan Fund Values.	377,438	15 0	11,925	13 0	2,146	7 1/2	11,180	13 3/4	3,752	18 3/4	641	17 0	105,180	11 7/8	1,891	0 0	2,146	7 1/2	11,180	13 3/4	3,752	18 3/4	641	17 0	105,180	11 7/8	1,891	0 0	2,146	7 1/2	11,180	13 3/4	3,752	18 3/4	641	17 0

Collected at	Brandy.	Wine.	Spirits.	Cordials & L. Trump.	Malt Liquor.	Molasses.	Dried Fruit.	Salted Meats.	Cheese.	Butter.	Fish.	Brown Sugar.	Cashed Sugar.	Loaf Sugar.	Tea.	Coffee.	Tobacco.	Candles.	Leather.	Clocks.	Cattle.	Horses.	Apples.	Flour.	Total amount.	
Saint John,	33,911	22,856	86,736	153	6,305	232,716	917	2,357	261	293	4	18,221	915	27,176	279,618	108,247	179,390	3,398	30,532	51	42	79	6	10,841	33,019	41,092
Miramichi,	1,185	1,317	5,891	14	954	40,090	81	1,132	411	361	1	1,527	24	8,228	56,594	6,114	42,090	11,108	1,663	—	—	—	—	—	—	4,383
Dalhousie,	690	416	6,445	50	549	12,256	17	318	54	61	—	487	—	1,130	17,138	3,215	17,682	4,716	2,831	24	—	—	—	—	—	1,819
Bathurst,	121	—	2,189	8	333	1,183	21	281	114	76	—	380	—	1,290	5,149	1,198	3,832	3,771	1,789	2	—	—	—	—	—	880
Richibucto,	284	101	2,367	—	40	9,279	134	213	3	314	—	405	24	52	4,614	1,258	4,441	1,264	609	1	—	—	—	—	—	26
Shediac,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	85	—	—	—	—	—	—	
Dorchester,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	150	20	—	—	310	—	—	—	—	—	—	26
Bay Verte,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	84	—	—	—	—	—	—	—	—	—	85	
Shippegan,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	303	—	—	—	323	—	—	—	—	—	—	
Woodstock,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	176	—	—	—	553	—	—	—	—	—	—	
Fredericton,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	271	—	—	—	—	—	—	—	—	—	—	
Saint Andrews,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,801	—	—	—	—	—	—	—	—	—	—	
Saint Stephen,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	383	—	—	—	—	—	—	—	—	—	—	
Saint George,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	959	—	—	—	—	—	—	—	—	—	—	
TOTALS,	41,002	25,916	109,300	294	8,754	335,945	1,024	4,632	1,074	1,199	21	21,785	958	40,169	376,752	123,598	260,673	16,615	38,964	63	43	167	97	12,779	453,916	

To the above are to be added—
 Imperial Duties collected at Saint John by Provincial Act, £455 14 11
 Share of seizures made at Bathurst, 14 12 9
 do. do. Woodstock, 23 19 3
 do. do. Saint Stephen, 24 10 10

The total will be found to agree with the amounts of Loan and Ordinary Duties in my General Abstract, £53,733 2 1/2
 B. ROBINSON, Provincial Treasurer.

Treasury, Saint John, 1st January, 1849.

Net Revenue and Expenditure of the Province of New Brunswick for one year, from 1st January to 31st December 1848.

		REVENUE.		Sterling Dollars at 4s. 2d.	
<i>Fixed.</i>					
Ordinary Revenue collected by virtue of Acts 9 Vic.					
cap. 1 & 2, and 11 Vic. cap. 1 & 2, ...	£41,047	1	5		
Deduct—Drawbacks and Discounts, ...	1,200	7	0		
				£39,846	14 5
Export Lumber Duty, per Act 7 Vic. cap. 16,	...	...	...	15,210	10 7
Duties for support of Light Houses, ...	...	...	...	3,328	0 2
Do. do. Sick and Disabled Seamen, ...	...	...	...	1,517	6 3
Passenger and Emigrant Duties, ...	...	...	...	1,964	11 8
Received from the Officers of Her Majesty's Customs, ...	...	...	...	2,259	16 1
Collections under the Loan Act, ...	...	...	...	3,981	13 10
				£68,108	13 0
Deduct Commissions to Deputy Treasurers, ...	...	...	...	1,333	13 9
Total Fixed Revenue, ...	...	...	...		£66,774 19 3
<i>Incidental.</i>					
Paid into the Treasury by the Receiver General of the Casual Revenue, ...					
				£2,166	13 4
Paid into the Treasury by the Clerk of the Pleas, Supreme Court, ...					
				555	15 2
Total Incidental Revenue, ...	...	...	...		2,722 8 6
<i>Receipts in aid.</i>					
Sundry unexpended appropriations returned into the Province Treasury, ...					
				£143	0 9
Received from the Mayor of Saint John, Fine paid by the Master of Brig Æolus, towards the support of Sick Passengers in that Vessel in 1847, ...					
				208	6 8
Received from W. H. Robinson, Esquire, Deputy Commissary General at Halifax, in part of the expense incurred in 1847 and 1848, for relief of diseased and indigent Immigrants which arrived in 1847, ...					
				6,175	0 0
Total Receipts in aid, ...	...	...	...		6,526 7 5
Arrears of Expenditure, 31st December, 1848, ...					
					106,831 4 4
					£182,854 19 6

		EXPENDITURE.		Sterling Dollars at 4s. 2d.	
Arrears of Expenditure last year, ...					
					£67,701 11 3

Ordinary and Fixed Expense of Departments of Government.	Contingent and Incidental Expenses.	Total Expenditure.	
Civil List, ...	12,083 6 8	0 0 0	12,083 6 8
Pay and Expense of the Legislature,	0 0 0	6,576 3 4	6,576 3 4
Collection and protection of Revenue,	0 0 0	5,354 19 8	5,354 19 8
Judicial Establishment, ...	1,833 6 8	154 3 4	1,987 10 0
Provincial Contingencies, ...	0 0 0	540 15 0	540 15 0
Printing Laws, Journals, &c., ...	0 0 0	1,823 11 0	1,823 11 0
Total Expenditure of Civil Establish't,	13,916 13 4	14,449 12 4	28,366 5 8

Disbursements on account of Miscellaneous Services.

Education,	{ College and Grammar Schools, ...	£1,968	6	8
	{ Parish and Madras Schools, ...	11,568	18	5
Public Works,	{ Great Roads and Bridges, ...	20,518	16	0
	{ Bye Roads and Bridges, ...	11,461	4	3
	{ Navigation of Rivers, ...	1,000	0	0
	{ Public Buildings, ...	816	6	6
	{ Wharves and Landings, ...	575	0	0

Carried forward, ... £47,908 11 10 £96,067 16 11

						Sterling Dollars at 4s. 2d.
	<i>Brought forward,</i>	...	...	...	£47,908 11 10	£96,067 16 11
Packets and Couriers,	...	...	...	...	1,337 10 0	
Lunatic Asylum,	...	...	...	...	1,360 14 1	
Provincial Penitentiary,	...	...	...	...	1,250 0 0	
Bounties,	{	Destruction of Bears and Wolves,	...	...	320 16 8	
		Erection of Oat Mills,	...	...	41 13 4	
Agricultural Societies,	...	...	...	...	5,125 0 0	
Relief of Emigrants,	...	...	...	...	12,122 12 7	
Charitable Purposes,	...	...	...	...	2,621 14 1	
Indians,	...	...	...	...	333 6 8	
Returned Duties,	...	...	...	...	455 1 8	
Miscellaneous,	...	...	...	...	2,656 7 6	
Interest on sums borrowed,	...	...	...	...	5,106 13 3	
For support of Light Houses,	...	...	...	...	3,890 7 9	
Do. Sick and Disabled Seamen,	...	...	...	...	1,426 2 3	

Total Miscellaneous Disbursements, 85,956 11 8

MILITARY DISBURSEMENTS.

Ordinary.

Salaries to the Staff of the Militia, £754 3 4

Contingent.

Apprehension of Deserters, cleaning Arms, &c., 76 7 7

Total Military Disbursements, 830 10 11

£182,854 19 6

Treasury, Saint John, 1st January, 1849.

B. ROBINSON, *Prov. Treasurer.*

N. B.—The form for these Returns requiring the sums to be stated in "British or Army Sterling," I have converted the several amounts brought from last year's Account, from Dollars at 4s. 6d., to Dollars at 4s. 2d. each, at which latter rate, I consider that it is intended this Account shall be kept.

B. ROBINSON, *P. T.*

COMPARATIVE YEARLY STATEMENT OF THE REVENUE.

	Amount collected from 1st Jan. to 31st Dec. 1847. Dollars at 4s. 2d.	Amount collected from 1st Jan. to 31st Dec. 1848. Dollars at 4s. 2d.	Increase, in Sterling.	Decrease, in Sterling.
Amount of Fixed Revenue,*	£95,845 16 8	66,774 19 3	0 0 0	29,070 17 5
Amount of Incidental Revenue,	8,577 6 6	2,722 8 6	0 0 0	5,854 18 0
Amount of Receipts in aid of Revenue,†	15 4 10	6,526 7 5	6,511 2 7	0 0 0
	£104,438 8 0	76,023 15 2	6,511 2 7	34,925 15 5

REMARKS.

*The decrease in the Revenue is occasioned by general Commercial embarrassment, and especially by the depressed state of the Timber and Deals Trade.

†This increase, as will be seen on reference to the first page of this Account, is caused by a payment from the Imperial Treasury of a part of the expense incurred by New Brunswick in behalf of diseased and indigent Emigrants.

Treasury, Saint John, 1st January, 1849.

B. ROBINSON, *Prov. Treasurer.*

COMPARATIVE YEARLY STATEMENT OF EXPENDITURE.

	Expenditure, 1847.			Expenditure, 1848.			Increase,			Decrease,		
	Sterling			Sterling			Sterling			Sterling		
	Dollars at 4s. 2d.			Dollars at 4s. 2d.			Dollars at 4s. 2d.			Dollars at 4s. 2d.		
Civil List,	£12,083	6	8	12,083	6	8	0	0	0	0	0	0
Pay, &c., of the Legislature,	7,332	2	4	6,576	3	4	0	0	0	755	19	3
Collection & Protection of Revenue,*	3,152	14	8	5,354	19	8	2,202	5	8	0	0	0
Judicial Establishment,	2,029	3	0	1,987	10	0	0	0	0	41	13	4
Provincial Contingencies,	375	0	0	540	15	0	165	15	0	0	0	0
Printing Laws, Journals, &c.	1,446	18	0	1,823	11	0	376	13	0	0	0	0
Edu- { College & Grammar Schools,	1,958	6	8	1,968	6	8	10	0	0	0	0	0
cation, { Parish & Madras Schools,	10,209	0	7	11,568	18	5	1,359	17	10	0	0	0
{ Great Roads, &c.	18,541	13	4	20,518	16	0	1,977	2	8	0	0	0
Public { Bye Roads, &c.	13,426	5	6	11,461	4	3	0	0	0	1,965	1	3
Works, { Navigation of Rivers,	1,187	10	10	1,000	0	0	0	0	0	187	10	10
{ Public Buildings,	873	1	2	816	6	6	0	0	0	56	14	8
{ Wharves and Landings,	895	4	2	575	0	0	0	0	0	320	14	2
Packets and Couriers,	987	10	0	1,337	10	0	350	0	0	0	0	0
Lunatic Asylum,†	9,464	0	5	1,360	14	1	0	0	0	8,103	6	4
Provincial Penitentiary,	1,291	13	4	1,250	0	0	0	0	0	41	13	4
Bounties, { Dest. of Bears & Wolves,	187	10	0	320	16	8	133	6	8	0	0	0
{ Erection of Oat Mills,	250	0	0	41	13	4	0	0	0	208	6	8
Agricultural Societies,‡	1,666	13	4	5,125	0	0	3,458	6	8	0	0	0
Relief of Emigrants,	5,098	8	6	12,122	12	7	7,024	4	1	0	0	0
Charitable purposes,	4,634	8	7	2,621	14	1	0	0	0	2,012	14	6
Indians,	300	0	0	333	6	8	33	6	8	0	0	0
Returned Duties,	347	3	2	455	1	8	107	18	6	0	0	0
Miscellaneous,	3,855	17	1	2,656	7	6	0	0	0	1,199	9	7
Interest on sums borrowed,	4,418	16	2	5,106	13	3	687	17	1	0	0	0
For the support of Light Houses,	3,661	7	5	3,890	7	9	229	0	4	0	0	0
Do. Sick & Disabled Seamen,§	3,145	8	4	1,426	2	3	0	0	0	1,719	6	1
Military, { Ordinary,	852	1	8	754	3	4	0	0	0	97	18	4
{ Contingent,	104	5	9	76	7	7	0	0	0	27	18	2
	£113,775	10	7	115,153	8	3	18,115	14	2	16,737	16	6

REMARKS.

*This increase is to be set off against the saving of £4,250 Sterling, formerly allowed to the Customs; the whole duties of Collection and Protection being now performed by the Provincial Treasury; making a net saving of £2,047 14 4, Sterling Dollars at 4s. 2d.

†Erection of Asylum, Grant of 1847.

‡Seed Potatoes included.

§Sailor's Home, Grant 1847.

Treasury, Saint John, 1st January, 1849.

B. ROBINSON, *Prov. Treasurer.*

RETURN OF TREASURY DEPARTMENT, 1848.

OFFICE.	NAME.	Date of Appointment.	By whom appointed, and under what Instrument.	Amount of Salary in British or Army Sterling.	From what Fund the Salary is paid.	Whether the Principal be allowed a House for his residence, or what allowance, if any, for House Rent or Quarters.	Am't of Fees during the year 1848, in Army or Navy, or in any other Office.	Whether the Office be held by Principal, in conjunction with any and what other Civil, Military or Naval Office, or appointment or place of profit in any Colony, or on the Establishment of the United Kingdom; if the Office be held by a Military or Naval Officer, whether upon Full or Half pay, the total amount of pay and allowances of every kind, actually received by him, in addition to the profits of his Office.	Period during which the Officer has been absent from the Colony during the year 1848.	Whether the Principal enjoy any and what other advantage or profit not required to be stated in the preceding columns.
SAINT JOHN.	Province Treasurer,	4th May, 1836,	Sir A. Campbell, Com. under Great Seal of Prov., Governor and Council, under Great Seal, } By the Treasurer, By the Lieutenant Governor in Council, Commission under the Great Seal of the Province, By Warrant of the Lieutenant Governor, By Lieutenant Governor, Commission under Great Seal, By Deputy Treasurer, By Lieutenant Governor, Commission under Great Seal, By Lieutenant Governor,	£500 0 0	Provincial Revenue.	No allowances.	No Fees.	None.	None.	None.
	Warehouse Keeper & Clerk,	4th April, 1848,		166 13 4						
	Treasury Clerk,	1st April, 1829,		187 10 0						
	Do.	1st April, 1818,		125 0 0						
	Landing Surveyor,	31st May, 1848,		208 6 8						
	Waiver and Searcher,	4th April, 1848,		125 0 0						
	Do.	do.		125 0 0						
	Tide Surveyor,	14th April, 1841,		125 0 0						
	Do.	4th April, 1848,		125 0 0						
	Gauger and Weigher,	15th June, 1827,		125 0 0						
	Locker,	4th April, 1848,		125 0 0						
	Do.	do.		62 10 0						
	Do.	1st July, 1848,		62 10 0						
	Preventive Officer,	4th April, 1847,		16 13 4						
	Do.	9th April, 1846,		25 0 0						
Tidewaiters & Boatmen,	Thomas Griffith,	6th April, 1841,	76 0 10							
	John Fitzpatrick,	15th April, 1841,	76 0 10							
	Dennis Corrigan,	6th April, 1841,	76 0 10							
	James Mitchell,	1st April, 1845,	76 0 10							
	Henry Coffey,	17th Aug., 1846,	76 0 10							
	William Woods,	1st April, 1847,	76 0 10							
	Thomas Brass,	4th April, 1848,	76 0 10							
	Hugh McCrockin,	do.	76 0 10							
	Wilson Dobbin,	1st July, 1848,	76 0 10							
	Samuel Parker,	1st April, 1847,	76 0 10							
Boat Keeper,	William Abram,	1st April, 1847,	50 0 0							
	Messenger,	14th April, 1829,	76 0 10							
	Stephen Humbert,	do.	76 0 10							
MIRAMICHI.	Deputy Treasurer,	1st April, 1813,	250 0 0							
	Waiver, Searcher & Locker,	4th April, 1848,	62 10 0							
	Do. do.	do.	62 10 0							
TREASURY CLERK.	Treasury Clerk,	do.	62 10 0							
	Do.	do.	139 9 7							
	Do.	do.	50 0 0							
RICHMOND.	Deputy Treasurer,	1st July, 1829,	33 6 8							
	Waiver, Searcher & Locker,	4th April, 1848,	50 0 0							
	Tide Waiver,	do.	33 6 8							

OFFICE.	NAME.	Date of Appointment.	By whom appointed, and under what Instrument.	Amount of Salary in British or Army Sterling.	From what Fund the Salary is paid.	Whether the Principal be allowed a House for his residence, or what allowance, if any, for House Rent or Quarters.	Am't of Fees during the year 1848, in Army or Navy, or in any other Office.	Whether the Office be held by Principal, in conjunction with any and what other Civil, Military or Naval Office, or appointment or place of profit in any Colony, or on the Establishment of the United Kingdom; if the Office be held by a Military or Naval Officer, whether upon Full or Half pay, the total amount of pay and allowances of every kind, actually received by him, in addition to the profits of his Office.	Period during which the Officer has been absent from the Colony during the year 1848.	Whether the Principal enjoy any and what other advantage or profit not required to be stated in the preceding columns.	
BATURST.	Deputy Treasurer,	22d Sept., 1829,	By Lieutenant Governor, Commission under Great Seal, By Lieutenant Governor, Commission under Great Seal, By Lieutenant Governor, Great Seal, By Lieutenant Governor, Lieutenant Governor, under Great Seal, Lieutenant Governor, under Great Seal, Lieutenant Governor, under Great Seal, Lieutenant Governor, under Great Seal, Lieutenant Governor, Commission under Great Seal, Lieutenant Governor, Lieutenant Governor, Lieutenant Governor, under Great Seal, Lieutenant Governor, Lieutenant Governor, under Great Seal, Lieutenant Governor,	106 16 8	Provincial Revenue.	No allowances.	No Fees.	None.	None.	None.	
	Waiver, Searcher & Locker,	4th April, 1848,		64 3 4							
	Do. do.	do.		33 6 8							
	Deputy Treasurer,	28th May, 1829,		106 16 8							
	Waiver, Searcher & Locker,	15th Sept., 1848,		50 0 0							
	Tide Waiver,	4th April, 1848,		33 5 8							
	SHIPPEGAN & CARAQUET.	Deputy Treasurer,		4th April, 1848,							58 13 4
		Tide Waiver,		17th April, 1846,							25 0 0
		Do.		do.							63 4 5
	SUDBAC & COCAGNE.	Deputy Treasurer,		24th Nov., 1834,							32 12 6
		Do.		do.							21 2 3
		Do.		do.							51 2 4
	HOPEWELL.	Deputy Treasurer,		1st June, 1841,							20 16 8
		Do.		do.							250 0 0
		Do.		do.							83 6 8
BAY VERE.	Deputy Treasurer,	23d April, 1834,	76 0 10								
	Do.	5th July, 1838,	76 0 10								
	Do.	do.	173 5 5								
DORCHESTER & SACKVILLE.	Deputy Treasurer,	4th April, 1832,	83 6 8								
	Waiver, Searcher & Locker,	4th April, 1848,	62 10 0								
	Tide Waiver,	9th June, 1845,	44 5 5								
SAINT ANDREWS.	Deputy Treasurer,	24th July, 1835,	62 10 0								
	Waiver, Searcher & Locker,	1st May, 1845,	31 0 7								
	Tide Waiver,	do.	50 0 0								
SAINT STUBBEN.	Deputy Treasurer,	8th Mar., 1838,	50 0 0								
	Waiver, Searcher & Locker,	23d Oct., 1839,	50 0 0								
	Tide Waiver,	23d Aug., 1843,	0 10 0								
SAINT GEORGE.	Deputy Treasurer,	16th Sept., 1839,	96 9 0								
	Waiver, Searcher & Locker,	do.	95 2 6								
	Tide Waiver,	do.	95 2 6								

The Deputy Treasurers are paid by a Commission on the amount of their Collections.

Treasurer's Office, Saint John, N. B., 31st December, 1848.

(Signed) B. ROBINSON, Prov. Treasurer.

Sir EDMUND WALKER HEAD, Bart., Lieut. Governor.

On motion of the Honorable Mr. Partelow,

Ordered, That the foregoing Accounts and Returns from the Treasury Department be referred to the Committee on Public Accounts, to report thereon; and

On like motion of the Honorable Mr. Partelow,

Ordered, That the Report from the Auditor General on the Accounts of John Simpson, Esquire, Queen's Printer, be referred to the Committee on the Public Printing in the Province, to report thereon.

On motion of the Honorable Mr. Partelow,

Ordered, That the House do on Monday next the twelfth day of February instant, resolve itself into Committee of the whole in consideration of Supplies to be granted for the Public Service.

Mr. Boyd, by leave, presented a Petition from the President, Directors and Company of the Saint Andrews and Quebec Rail Road, praying that an Act may pass authorizing the issue of Scrip to the extent of Fifty thousand pounds, upon the faith and credit of the Province, to be applied towards the building and completing of the said Rail Road; which he read.

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

Mr. Steves, by leave, presented a Petition from Isaiah Wallace, a licenced Teacher, praying to be remunerated for having taught a School in the Moncton Academy, in the County of Westmorland, for a period of six months ending on the nineteenth day of August, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Steves moved for leave to bring in a Bill to authorize the erection of a Gate on the Highway near William Stone's, in Coverdale, County of Albert.

Leave granted.

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

Mr. Boyd, by leave, presented a Petition from the Reverend M. A. Wallace, with Charles Bradley and Dennis Bradley, Managing Committee of the School in connexion with the Roman Catholic Church in the Town of Saint Andrews, praying that the usual Grant towards that School may be continued; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration the subject of the Education of the Youth of the Province, to report thereon.

Mr. Brown, by leave, presented a Petition from John Gallivan, of Saint John, praying that the usual allowance to licenced Teachers may be granted to him for having conducted the Male Department of the Roman Catholic Free School in that City for a period of three and a half years ending on the first day of August, 1846; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

The Honorable Mr. Hanington, by leave, presented a Petition from Damon Landry, a licenced Teacher, praying remuneration for teaching a School in the Parish of Shediac, in the County of Westmorland, for a period of six months ending on the thirteenth day of November, 1846; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Carman, by leave, presented a Petition from William Jackson, praying to be remunerated for teaching a School in the Parish of Chatham, in the County of Northumberland, for a period of nine months ending on the seventeenth day of January last.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Boyd, by leave, presented a Petition from James Steen, of the Parish of Saint George, in the County of Charlotte, praying to be reimbursed amount of damages sustained on the purchase of certain Lands from the Crown, as well as costs incurred in

in the defence of his title thereto, the said Land having been previously granted; which he read.

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

Ordered, That Mr. Boyd, Mr. Baillie, Mr. Ritchie, Mr. Carman, and Mr. M'Leod, do compose the said Committee.

Mr. Brown, by leave, presented a Petition from James Wilson, Junior, of the Parish of Saint James, in the County of Charlotte, praying to be remunerated for losses sustained in defending an Action of Trespass instituted against him under a Grant from the Crown, it having appeared that a part of the Land had been previously granted; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Porter, by leave, presented a Petition from Elizabeth Chesley, formerly Elizabeth Albee, praying to be remunerated for her services in teaching a School in the Parish of Saint Stephen, in the County of Charlotte, for a period of one year ending on the first day of November last; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Brown, by leave, presented a Petition from Zachariah Chipman, of the late Firm of Pingree and Chipman, of Saint Stephen, in the County of Charlotte, praying for a return of Duties on Goods destroyed by Fire at that place in the month of May last; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. End, by leave, presented a Petition from Alexander M'Neil, of Bathurst, in the County of Gloucester, a Deputy Surveyor, praying redress as regards claims for certain services performed by him in the discharge of the duties of his office; for the reasons set forth in the said Petition; which he read.

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

Ordered, That Mr. End, the Honorable Mr. Hanington, and Mr. Vail, do compose the said Committee.

On motion of Mr. Thomson,

Ordered, That the House do to-morrow, the sixth day of February instant, resolve itself into Committee of the whole, in consideration of the Speech of His Excellency the Lieutenant Governor at the opening of the Session.

Mr. Brown, by leave, presented a Petition from Edwin Foster, Donald Morrison, and twenty one others, inhabitants of the Parishes of Saint David and Saint Patrick, in the County of Charlotte, praying that measures may be adopted for the more effectual suppression of Intemperance; which he read.

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

Mr. Boyd, by leave, presented a Petition from Robert Stevenson, W. P., and Alexander T. Paul, R. S., on behalf of the Charlotte Division, No. 4, of the Sons of Temperance, at Saint Andrews, praying for a repeal of the Act relating to Tavern Keepers and Retailers, and that more stringent regulations may be enacted to prevent the sale of Intoxicating Liquors; which he read.

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

Mr. Brown, by leave, presented a Petition from John Wilson, of Saint Andrews, in the County of Charlotte, praying relief in consideration of the forfeiture of the amount paid by him on the purchase of Crown Lands in the year 1835; which he read.

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

Mr. Porter, by leave, presented a Petition from Rosanna Pulk, Widow of the late Henry Pulk, an old Soldier of the Revolutionary War, praying that the Provincial Pension may be continued to her; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

On

On motion of Mr. Boyd,

The House went into Committee of the whole on a Bill to legalize the conveyance of Water to Turner's Grist Mill, in the Parish of Saint Patrick, in the County of Charlotte.

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.

The Honorable Mr. Hazen moved for leave to bring in a Bill to provide for the management of the Provincial Lunatic Asylum.

Leave granted.

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

The Honorable Mr. L. A. Wilmot moved for leave to bring in a Bill relating to Salt Mines in this Province.

Leave granted.

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

Mr. Porter moved for leave to bring in a Bill to incorporate the Saint Stephen Upper Mills Boom Company.

Leave granted.

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

Mr. Boyd, by leave, presented a Petition from Lydia Thomson, a licenced Teacher, praying that the usual allowance may be granted to her for having taught a School in the Parish of Saint Stephen, in the County of Charlotte, for a period of one year ending on the thirty first day of October, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

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

The Accounts of Her Majesty's Receiver General of the Receipts and Expenditures of the Queen's Casual Revenue, for the year ending on the thirty first day of December, 1848.

[*See Appendix.*]

On motion of the Honorable Mr. Partelow,

Ordered, That the said Accounts be referred to the Committee on Public Accounts, to report thereon.

Mr. Taylor, by leave, presented a Petition from John Guiou, of the Parish of Dumfries, in the County of York, praying compensation for an improvement made on the Canada Line of Great Road between Fredericton and Woodstock; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration the sums required for the improvement of Roads throughout the Province, to report thereon.

Mr. Vail, by leave, presented a Petition from John Graves and Humphrey Hayward, of the Parish of Salisbury, in the County of Westmorland, praying that a balance due on a Road Contract entered into with Benjamin L. Peters, Esquire, the former Supervisor on the Great Road between Saint John and Hayward's Mills, in the year 1839, may be granted to them; which he read.

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

Ordered, That Mr. Vail, Mr. Jordan, and the Honorable Mr. Hanington, do compose the said Committee.

Mr. Ritchie, by leave, presented a Petition from Doctor William Ruddick, of the Parish of Saint Martins, in the County of Saint John, praying remuneration for Medicines and Medical aid rendered to a large number of Indians residing at Quaco, afflicted

afflicted with a destructive epidemic Fever of the putrid type, in the years 1846 and 1847; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Taylor moved for leave to bring in a Bill to alter and amend an Act, intituled "An Act to provide for the erection of an Alms House and Work House within the County of York, and for making Rules and Regulations for the management of the same."

Leave granted.

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

Mr. Boyd, by leave, presented a Petition from Sophia Flagg, praying to be remunerated for teaching a School in the Parish of Campo Bello, in the County of Charlotte, for a period of six months ending on the thirty first day of October, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Boyd, by leave, presented a Petition from Robert Grant, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Campo Bello, in the County of Charlotte, for a period of four months ending in April last; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

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

Tuesday, 6th February, 1849.

Prayers.

Read a second time the following Bills, viz:—

A Bill to authorize the erection of a Gate on the Highway near William Stone's, in Coverdale, County of Albert:

A Bill to provide for the management of the Provincial Lunatic Asylum:

A Bill relating to Salt Mines in this Province:

A Bill to incorporate the Saint Stephen Upper Mills Boom Company: and

A Bill to alter and amend an Act, intituled "An Act to provide for the erection of an Alms House and Work House within the County of York, and for making Rules and Regulations for the management of the same."

Read a third time as engrossed,

A Bill to legalize the conveyance of Water to Turner's Grist Mill, in the Parish of Saint Patrick, in the County of Charlotte.

Resolved, That the Bill do pass.

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

Mr. Miles moved for leave to bring in a Bill to empower the Rector, Church Wardens and Vestry of Saint John Church, in the Parish of Burton, in the County of Sunbury, to dispose of Lots in the new Burial Ground in the said Parish.

Leave granted.

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

Mr. End, by leave, presented a Petition from Henry W. Baldwin and fifty two others, inhabitants of the Town of Bathurst, in the County of Gloucester, praying a Grant, in aid of public subscription, towards the erection of a Building to be used as a Temperance Hall and Mechanics' Institute in that Town; which he read.

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

Mr. End, by leave, presented a Petition from William Lalor, a licenced Teacher, praying remuneration for having taught a School at Pokemouche, in the County of Gloucester, for a period of three months ending on the twenty seventh day of June, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr.

Mr. Street, by leave, presented a Petition from the Reverend William Henderson, Henry B. Allison, and Edward Williston, Trustees of the Grammar School at Newcastle, in the County of Northumberland, taught by John Sivewright, together with Alexander Fraser, Junior, and twenty two others, inhabitants of the Parishes of Newcastle, Nelson, and Chatham, in the said County, praying that the Grant towards the said School may be continued; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Jordan, by leave, presented a Petition from David Keleher, praying to be remunerated for teaching a School at the South Stream Settlement, in the Parish of Upham, in Kings' County, for a period of six months ending on the eighth day of May, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Steves, by leave, presented a Petition from James F. Woodman, praying remuneration for having taught a School in the Parish of Hopewell, in the County of Albert, for a period of six months ending on the tenth day of November, 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Steves, by leave, presented a Petition from Edward Groundwater, a licenced Teacher, praying remuneration for having taught a School in the Parish of Coverdale, in the County of Albert, for a period of one year ending on the twenty ninth day of January last; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. S. Earle, by leave, presented a Petition from Mary M. Leggett, of the Parish of Sussex, in Kings' County, praying pecuniary aid to enable her to continue her services as a Schoolmistress; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Thomson, by leave, presented a Petition from Eliza Carlyle, a licenced Teacher, praying that the Provincial allowance may be granted to her for having taught a School in the Parish of Pennfield, in the County of Charlotte, for a period of six months ending on the thirteenth day of June, 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Porter, by leave, presented a Petition from Nancy M'Bean, Widow of the late Niel M'Bean, an old Soldier of the Revolutionary War, praying that the usual Provincial Pension may be granted to her; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Boyd, by leave, presented a Petition from Thomas Moses, Deputy Treasurer at West Isles, in the County of Charlotte, praying compensation for loss of property in the event of his Office being removed to Campo Bello; as also, that he may be placed upon a fixed Salary, in lieu of the Commission as heretofore allowed; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Smith, by leave, presented a Petition from James S. Witter, praying remuneration for having taught a School in the Parish of Harvey, in the County of Albert, for a period of nine months ending on the first day of April, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

The Honorable Mr. Hanington, by leave, presented a Petition from Mary Ann Mackenzie, a licenced Teacher, praying to be remunerated for teaching a School in the

the Parish of Studholm, in Kings' County, for a period of six months ending on the twenty fifth day of February, 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Botsford, by leave, presented a Petition from Jasper N. Murphy, Esquire, M. D., praying that a Grant may pass for a balance of his claim for Medical aid and assistance rendered to sick Emigrants who arrived at Sackville, in the County of Westmorland, in the brig Princess, from Cork, via Boston, in May 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration claims for the support of Emigrant Poor, to report thereon.

Mr. Street, by leave, presented a Petition from John Lawler, a licenced Teacher, praying that the Provincial allowance may be granted to him for teaching a School in the Parish of Newcastle, in the County of Northumberland, for six months during the past year, the Court of Sessions declining to certify for that period, by reason of his absence while attending the Training School in Fredericton; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Boyd, by leave, presented a Petition from Rachel Turner, a licenced Teacher, praying that the Provincial allowance may be granted to her for having taught a School in the Parish of Saint Patrick, in the County of Charlotte, for a period of six months ending on the third day of July, 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Street, by leave, presented a Petition from John Hinchey, of the Parish of Blissfield, in the County of Northumberland, a licenced Teacher, praying that the Provincial allowance may be granted to him for teaching a School in the Parish of Blissfield, in the County of Northumberland, for a period of six months ending on the first day of June, 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

The Honorable Mr. Fisher moved for leave to bring in a Bill to annex certain Islands in the River Saint John to the Parish of Douglas, in the County of York.

Leave granted.

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

Mr. Carman, by leave, presented a Petition from Jane Davidson, of the Parish of Nelson, in the County of Northumberland, a licenced Teacher, praying to be remunerated for her services in that capacity; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Vail, by leave, presented a Petition from Hugh M'Monagle, of the Parish of Sussex, in Kings' County, praying for a return of Duties paid on three Entire Horses and eight Sheep imported from England in the month of October last for the benefit of the Province; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Street, by leave, presented a Petition from William Loch, of Miramichi, Merchant, setting forth, that in the Fall of 1847, he shipped a cargo of Timber on board the barque Clarendon, and paid the Export Duty thereon, which Vessel got on shore, and part of the cargo had to be thrown overboard; that the said Timber was re-shipped on board of other Vessels, and the Duty again paid thereon, and praying for a return of the Duty so paid; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr.

Mr. J. Earle, by leave, presented a Petition from George M^cLeod, praying to be remunerated for teaching a School in the Parish of Johnston, in Queen's County, for a period of six months ending on the twenty first day of December, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Boyd, by leave, presented a Petition from Martha Pendleton, Widow of the late Stephen Pendleton, an old Soldier of the Revolutionary War, praying that the Provincial Pension may be granted to her since the year 1846; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. S. Earle, by leave, presented a Petition from Malcom King, of the Parish of Springfield, in Kings' County, praying compensation for conveying Her Majesty's Mails from the Way Office, in Springfield, to David Coldwell's, in Norton, for upwards of three years; which he read.

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

Mr. Boyd, by leave, presented a Petition from Otis Turner, of the Parish of Saint Patrick, in the County of Charlotte, praying relief by reason of a seizure made from him by the Provincial Revenue Officers at Saint Andrews; which he read.

And upon the question, that the said Petition be received and referred to the Committee of Trade to report thereon, the House divided—

YEAS 5.

NAYS 19.

Whereupon it was decided in the negative.

Mr. Brown moved for leave to bring in a Bill for the adjustment of claims of certain Purchasers of Crown Lands, and of other persons who have given Bonds for Timber cut in Excess or without Licence.

Leave granted.

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

On motion of Mr. Ritchie,

The House went into Committee of the whole on a Bill to alter the times of holding the Circuit Courts in the City and County of Saint John.

Mr. Steves 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.

A Message from His Excellency the Lieutenant Governor.

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

“ New Brunswick.

“ Message to the House of Assembly, 5th February, 1849.

“ EDMUND HEAD.

“ The Lieutenant Governor, referring to his opening Speech, communicates to the House a copy of the Commissioners' Report on the proposed Line of Railway between Halifax and Quebec, together with a copy of the Secretary of State's Despatch which accompanied it, and recommends the same to their serious consideration.

“ E. H.”

[*See Commissioners' Report in Appendix.*]

The Despatch accompanying this Message, being read at the Clerk's Table, is as follows:—

RAILWAY FROM HALIFAX TO QUEBEC.

(Copy—No. 78.)

RAILWAY.

Downing Street, 17th November, 1848.

SIR,—The Commissioners appointed by Her Majesty's Government to explore and survey the line of country offering the greatest advantages for the formation of a Railway from Halifax, through New Brunswick, to Quebec, having completed the duties with which they were charged, I have now the honor to transmit to you the final Report of Major Robinson, addressed to the Inspector General of Fortifications.

I have perused this able document with the interest and attention it so well merits; and I have to convey to you the assurance of Her Majesty's Government, that we fully appreciate the importance of the proposed undertaking, and entertain no doubt of the great advantages which would result, not only to the Provinces interested in the work, but to the Empire at large, from the construction of such a Railway; but great as these advantages would be, it is impossible not to be sensible that the obstacles to be overcome in providing for so large an expenditure as would be thus incurred, would be of a very formidable kind. Before, therefore, Her Majesty's Government proceed to consider the question, as to whether any steps should be taken to carry this plan into effect, it is necessary that we should be informed how the several Provinces would be prepared to co-operate in its execution.

It is obvious that the cost of the work would be too great, as compared to the return to be anticipated from the probable traffic, to give reasonable hope of its being undertaken by any Company as a private speculation. The question therefore arises, whether it would be expedient that in some form public assistance should be given towards the accomplishment of an object in which the public is so much interested.

The answer to this question must, in a great measure, depend upon the degree of importance which the Provinces attach to the opening of this Line of Communication, and upon the amount of exertion they would be prepared to make for the purpose. I am therefore anxious that the subject should be brought under the early consideration of the respective Legislatures, and that I should be placed in possession of their views with respect to it, as soon as may be practicable.

In forming a judgment as to whether public assistance ought to be given towards the execution of the work, it will be necessary to take into consideration the different ways in which this might be done. Various modes of proceeding have been proposed. One is, that of endeavouring to form a Company, by guaranteeing to them a certain minimum interest on the capital to be invested in the undertaking. This plan would no doubt possess some advantages, but on the other hand, it would be attended with the disadvantage of depriving the public of the proper control over a great National Work, and also of having a tendency to encourage inattention to economy both in the construction and subsequent working of the Line. This last objection has been met by proposing that any Company formed to construct the Line, should receive assistance, not in the form of a guarantee of any given rate of interest, but of a fixed payment, either of capital towards the execution of the work, or of an annual sum of money in addition to the receipts derived from traffic when the Line is completed.

Another plan which has been suggested is, that the required capital should be raised by Loan by the Government, and Contracts entered into for the formation of the Line, which, when finished, could be worked either by the Government, or by any Company formed for that purpose, and to which Company the working of the Line might be leased under such conditions and for such a period as might be deemed advisable. The objections to this proposal are those usually raised against the undertaking of such a work by a Government, while on the other hand it would be attended with these advantages—first, that probably the capital required would then be raised on better terms than could otherwise be expected; and secondly, that the Government would have a more complete control over a great National Line of Communication.

I am not able at present to pronounce any opinion in favour of one or other of these plans, or even in favour of the measures being attempted at all; but I merely throw out these different suggestions for the consideration of yourself, and of the Executive Council and Legislature of New Brunswick.

It will further be very material to consider what return is to be expected for the outlay, and from what source the means of affording any pecuniary assistance to be given by the respective Provinces can best be provided. Upon this part of the subject I have to remark, that in estimating the probable return which the Railway would yield, it appears to me highly necessary to advert not only to the direct return from the traffic, but to the indirect return from the increased value given to the lands through which it will pass. That the opening of the Line would, in the districts it traversed, greatly enhance the value of the lands which are still lying waste, and also, though in an inferior degree, the value of those already settled, there can be no reasonable doubt; though I do not possess the means of judging whether the amount of that increased value has been correctly estimated by Major Robinson in his Report. Hence it seems to follow, that this increased value ought to be made available towards the execution of the work; and I would suggest for the consideration of the Colonial Authorities, whether it might not be advisable that Acts should be passed, vesting in the hands of Commissioners to be appointed for that purpose, all the hitherto ungranted Lands lying within a certain distance of the Line, in order that these lands might be sold or otherwise appropriated for the promotion of the undertaking.

It might also, I think, be very reasonably enacted, that lands lying within a given distance of the Line, should be subjected, on its being completed and opened, to some moderate charge in the nature of a rate, in consideration of the benefit the proprietors receive from it. The practice is general, both in this Country and in America, of rating for the Highways the property which is benefited by them, and I can see no reason why this rate should not be extended to Railways. Should this suggestion be adopted, it would, I think, be expedient to give the owners of land, subjected to this charge, the option of redeeming it upon easy terms, and of paying in land when they might have a difficulty of doing so in money.

I understand from Major Robinson, that the owners of land in one portion of Nova Scotia, have already offered to contribute liberally to this object.

In addition to the value which the different Legislatures would be prepared to contribute in land or by the imposition of a local charge upon lands benefited by the Line, it would be necessary also for them to consider respectively, what amount they would be willing to grant from the general Revenue

of the Province, towards the payment either of the interest of a loan to be raised for the execution of the work, or towards the sum which might be required to make good the engagements entered into with any Company that might undertake it.

The whole subject is one of the very highest importance, on which I shall be anxious to learn the conclusions to which the Colonial Authorities may come after mature consideration, and after such communication with each other as may be necessary.

I have, &c.

(Signed)

GREY.

Lieut. Governor Sir E. Head, Bart. &c. &c. &c.

“New Brunswick.

“Message to the House of Assembly, 5th February, 1849.

“EDMUND HEAD.

“The Lieutenant Governor, referring to his opening Speech, communicates to the House, copy of a Despatch from Her Majesty’s Secretary of State on the subject of the settlement of Emigrants and the sale of Wilderness Lands, together with a Minute of the Executive Council thereon, and recommends the same to earnest consideration.

“E. H.”

The Documents accompanying this Message, being read at the Clerk’s Table, are as follow:—

IMMIGRATION AND SETTLEMENT OF WILD LANDS.

(Copy—No. 43.)

LAND AND EMIGRATION.

Downing Street, 10th July, 1848.

SIR,—I have the honor to acknowledge the receipt of your Despatch, No. 32, of the 27th of May last, enclosing the copy of a Letter from the Emigration Agent at Saint John, respecting the proposed Immigration, into the Colony, of a body of Scotch Farmers, together with a copy of a Report of the Surveyor General of Crown Lands, to whom you referred the subject.

I entirely concur with you, that it is most desirable for the interests of the Province, that the introduction of settlers of the class of those who intend to emigrate from Scotland, should be encouraged; and with this view, I am anxious to point out to you, and through you to the Legislature, that the true object to be attained by the system of sale now in force in the British North American Provinces, is the acquisition of land by those only who have the will and the power to improve it. I am of opinion, therefore, that the principle of selling, and not of granting land, should exclusively prevail, but that the whole price paid for it should be invested in such a manner as to render it more valuable to the *bona fide* occupiers. To this end, in the southern hemisphere, the sums received for Land Sales are mainly expended in the introduction of labourers, by which means the value of land is most directly increased.

A similar principle is, I conceive, advantageously applicable to New Brunswick, where all money received for land might be expended in improving the means of communication, by opening roads. By allowing no land to be obtained otherwise than by purchase, (which does not necessarily exclude receiving payment in labour instead of in money,) and at the same time strictly applying the proceeds of Land Sales to the improvement of the district from which they are derived, the danger of abuse from parties taking land which they are not able or willing to bring into cultivation, would be effectually guarded against, while the land might be sold at a higher price than is usually acquired in New Brunswick, and yet prove really cheaper to the purchaser than when sold at almost a nominal price, and left without roads or other improvements.

On the other hand, it is obvious, that if the money received for land is not expended in rendering it more available for settlement, the result must be to increase most seriously the difficulty experienced by valuable settlers in establishing themselves in the Province, by exhausting their capital in paying for the land, without affording them any corresponding advantages.

Entertaining these views, I earnestly trust that the Legislature of New Brunswick may see fit to enable you to offer encouragement to the settlers proposing to emigrate from Scotland, by empowering you to undertake, on the part of the Local Government, that the whole purchase money of any land they may buy shall be employed in the manner I have pointed out, and that similar encouragement will be given to other parties, who, I trust, may, by the means I have recommended, be induced to follow their example.

I am, &c.

(Signed)

GREY.

Lieut. Governor Sir E. Head, Bart.

IN COUNCIL, 1st FEBRUARY, 1849.

PRESENT—His Excellency the Lieutenant Governor.

Submitted the Report of the Committee on the subject of Immigration and the Settlement of Wild Lands in this Province, as follows :—

May it please Your Excellency,

The Committee of Council on Immigration and Settlement, having considered the subjects, beg leave to submit the following remarks for the consideration of Your Excellency :—

We have been led into a consideration of the causes which have hitherto operated against us, in preventing the Immigration to this Province of capitalist farmers, a great number of whom are constantly passing by us every year to Canada and the United States, while those who come to and remain in this Province consist chiefly of the labouring classes.

The principle cause for such a state of things we believe to be the want of information as to our position and resources. As compared with Canada and the United States, New Brunswick is an unknown country, and the fault lies with ourselves. In almost every town and village in Great Britain, and in many parts of Ireland, there have been circulated for many years past, either by State authority or individual enterprize, innumerable Pamphlets, setting forth the fertility of the soil, and the field for agricultural and mechanical labour which are to be found in Australia, Canada, the United States, and other parts of the world; while nothing of the kind has been done with respect to this Province, which we are disposed to believe offers a soil and climate more congenial to the habits and constitution of the British farmer than any of the countries above mentioned.

We are quite sure that even among those of our countrymen at home who have heard of this Province, many erroneous ideas are entertained as to the situation and extent of our Settlements, our social condition, and the general character of the country.

Some of the prevailing ideas among those who have not seen the Province appear to be, that the Settlements are very few and remote from each other; that they are separated by dense forests, abounding with beasts of prey; that there are great numbers of Indians, to whose depredations the settlers are constantly exposed; that there are no Churches and Schools except in the towns; that good roads are no where to be found; that the cold of our winters is so intense that the inhabitants are continually in danger of being frozen to death, and very often dare not venture out of their houses; that no such field crops can be grown here as are cultivated in Great Britain; that our soil is of a very inferior quality; and that we are subject to all the Epidemics and Agues which afflict the southern and western portion of this Continent from Florida to Lake Huron.

It is no wonder, therefore, that with such impressions the Emigrant seeks for other countries, and will not cast his lot among us, involved, as he supposes, in such adverse circumstances.

But these impressions are altogether erroneous. In every part of the Province there are extensive and continuous Settlements, as may be seen by reference to the accompanying Map. Where the cultivated districts are colored green, there are upwards of 500 Parish, besides other Schools, scattered over the rural districts; and upwards of 200 Churches and Chapels of different Denominations of Christians. There is no danger to be apprehended from beasts of prey, or from the Indians, very few of whom now survive. No Colony of the Empire, and no State of the neighbouring Union, is better provided with roads than New Brunswick. Every kind of field and garden crops cultivated in England can be grown in this Province, with the addition of Indian Corn. More persons, we believe, have perished from cold in England and Scotland in twenty years, in proportion to the population, than in this Colony. Many parts of the Province will compare, in fertility of soil, with the best districts in Great Britain and Ireland; and more than all, we can safely assert, that no part of the United States, and no Colony of the Empire, can surpass us in point of salubrity. Epidemics are little known among us; and fever and ague is a stranger to the Province, even in the Marsh districts of Westmorland and Albert. Since writing the above, we have seen the Report of Major Robinson on the Line of Railway from Halifax to Quebec, wherein he says, of the "Climate, Soil, and Capabilities of New Brunswick, it is impossible to speak too highly. There is not a country in the world so beautifully wooded and watered; and further, that "for any great plan of Emigration or Colonization, there is not another British Colony which presents such a favourable field for the trial as New Brunswick."

Our Geographical position is important to be borne in mind. Bounded on the south west by the State of Maine, and on the north east by the Bay Chaleurs, between the 45th and 48th degrees of latitude. We lie between Nova Scotia and Canada on the east and west, and contain an area of 25,000 square miles. English Mails for Canada traverse this Province from its eastern to its western extremity; and Letters have been received in Fredericton on the 11th day after being written in London.

We are so near to England, and enjoy such facilities of communication, that a voyage may be made to Great Britain and back, in less time, and for a less sum than would be required for the passage to Australia, the Cape of Good Hope, or to New Zealand.

Agricultural operations are generally commenced about the middle of April, and cease about the middle of November. From this period the prevalence of frost and snow prevents the labours of the husbandman as respects the soil; yet, the industrious farmer can always find employment during the winter, as it is the most favourable season for cutting and hauling fuel, and rails for fences, and for transporting Grain and other produce to market; and so far from condemning the climate because of our winters, there is not a farmer in the country who would dispense with them, although some might prefer them of shorter duration.

RIVERS

RIVERS.

Although the Province is well watered in every direction, yet, the principal Rivers are the Saint John, the Miramichi, and the Restigouche. The first empties into the Bay of Fundy, and is navigated by Steamers to the Great Falls, a distance of upwards of 200 miles, and is navigable from that point upwards to the American Territory, and to within 26 miles of the Saint Lawrence, by the Madawaska River. Upwards of 1,800 miles of tributary streams pour their waters into this noble and beautiful River.

The Miramichi empties into the Gulf of Saint Lawrence, is navigated by Ships of a large class for 50 miles; it then branches into two Rivers of great extent, the south west portion of which extends a distance of 100 miles into the interior.

The Restigouche empties into Chaleurs Bay, and extends upwards of 100 miles in a westerly direction, until its waters are found within three miles of some of the tributaries of the Upper Saint John.

Speaking of the Restigouche River, Major Robinson, in the Report above referred to, says, "For beauty and richness of scenery, this River and its branches are not surpassed by any thing in Great Britain: Its lakes are numerous and most beautiful; its surface is undulating, hill and dale varying up to mountain and valley." A most extraordinary proof of the ignorance prevailing in Great Britain as to our Rivers, is to be found in the Geography, compiled for the use of Teachers and advanced Classes of the National Schools of Ireland, Ed. 1845, where it is stated that the most remarkable Rivers in New Brunswick are the Saint John, the Annapolis, and the Shubenacadie, when the two latter are in the *Province of Nova Scotia*. It is as great an error as if it were said, that the most remarkable Rivers in England were the Thames, the Shannon, and the Liffey.

SITUATION AND EXTENT OF SETTLEMENTS.

The River Saint John runs through six Counties, and from its mouth to the Madawaska River, a distance of 230 miles, the Settlements extend along both banks in an almost unbroken contiguity, with good Roads on both sides of the River; and following up the numerous tributaries on the right and left, thrifty Settlements are found in every direction along their banks.

We shall now take a brief view of each County, specifying the most eligible Tracts for settlement, and beg to refer to the accompanying Map, compiled and prepared by Messrs. Grant and Inches, of the Land Office, in illustration of our remarks.

The County of Saint John, on the western shore of the Bay of Fundy, contains an area of 586 square miles, and a Population of about 45,000, with 48 Parish Schools.

The City of Saint John, including the Suburbs, contains about 30,000, and is accessible by Ships of the largest class at all seasons of the year. Although this County is much broken and rocky, yet many fine farms attest the success which follows persevering industry.

Very little ungranted land fit for settlement is found in this County, except at the north east extremity, near the County of Albert, where a good tract, possessing many superior advantages, is open to application. The Salmon, Shad and Herring Fisheries of the Bay of Fundy, are very valuable, and although they yield a large and profitable return to those who engage therein, they have never yet been prosecuted to that extent which their value and importance demand.

Kings' County, the next in order, contains 1,323 square miles, with a Population of about 19,000, and 64 Parish Schools. Many parts of this County are highly cultivated, and present some of the finest scenery in the Province. The principal part has been granted, and the remainder is being rapidly disposed of. Its proximity to the City of Saint John has given it a market which has insured a ready sale for its surplus produce. The Great Road from Halifax to Quebec, passes through this County for a distance of 75 miles, and a Line of Railway is projected and has been recently surveyed, passing through this County from Saint John to the Gulf of Saint Lawrence, which, when opened, will unite with the contemplated Trunk Line from Halifax to Quebec, and will greatly contribute to the general interest of this section of the Province.

The next on the Saint John River is Queens' County, containing 1,502 square miles, and a Population of 10,000, with 47 Parish Schools. Some of the best farms in the Province are found in this County, and large tracts of good land are yet undisposed of.

Several Leases of Coal Mines have been lately granted on the Grand Lake, and extensive operations are being commenced which promise to create a valuable trade and to give employment to a large number of operatives.

A Road has been explored between the head of the Grand Lake and Richibucto in the County of Kent, which will open up a valuable tract of country for settlement, presenting to settlers a choice of markets between Saint John and Richibucto. This locality is strongly recommended for immediate settlement, if a good class of Immigrants can be had for the purpose.

The County of Sunbury contains an area of 1,222 square miles, a Population of 5,000, and 24 Parish Schools. Extensive and valuable farms are seen on both banks of the River, and some good tracts of ungranted land remain for sale. The River Oromocto with its Branches present some flourishing Settlements. This County and Queens' contain an immense extent of the finest alluvial land and some of the most productive and fertile Islands in the River Saint John.

The County of York contains an area of 3,440 square miles, with a Population of 21,000, and 60 Parish Schools. The City of Fredericton, the Seat of Government, is in this County, on the right bank of the River, distant from Saint John by the River, 75, and by the Road, 66 miles. Five Steamers, with numerous sailing Vessels, ply night and day, with freight and passengers, during the navigation, between Fredericton and Saint John.

The

The tract of land granted to the Nova Scotia and New Brunswick Land Company, has left but a small portion at the disposal of the Government on the eastern side of the River below the Nackawick. Extensive Settlements are found on the Nashwalk and Keswick Rivers, and on the rear land between those Rivers and the upper line of the County.

On the western side of the River there are numerous back Settlements at the distance of 24 miles from Fredericton. On the Great Road to Saint Andrews, is the Harvey Settlement, formed in 1837, by Immigrants from Northumberland, (England,) and which, by its present thriving condition, proves what can be done by sober and industrious men even on an inferior quality of soil.

Accompanying this is a tabular return of the state of this Settlement in 1843, with the remarks of the Commissioner.

With such settlers for our ungranted lands, the most astonishing and gratifying results would soon be manifest.

In the vicinity of Harvey is an Irish Settlement formed in December, 1841, under the gratuitous management of the same Commissioner, whose report and return accompany those of the Harvey Settlement, and furnish an additional proof of the success attending persevering industry.

Some good tracts of land are still ungranted beyond the Harvey, on the Magaguadavic River and its Branches and Lakes, and in the vicinity of the contemplated Railway between Saint Andrews and Woodstock; a few miles below Eel River, the Howard Settlement is forming in the midst of a tract of excellent land, and capable of settling several hundred additional families.

At a distance of 48 miles from Fredericton commences the County of Carleton, which extends upwards to the frontiers of Canada and the United States. This County has been more rapidly cleared and improved within the last fifteen years than any other County of the Province. It contains an area of 4,050 square miles, and a Population of 21,000.

On the western side of the River, up to the Arestook, some of the Settlements extend back to the American frontier, and nearly all the land has been granted. Several large tracts belonging to absentees, present a great obstruction to the settlement of this district, which will not probably be removed for a long time, unless by Legislative interference. The soil throughout this section of country is deep and rich, and, under good cultivation, would soon render it one of the most productive portions of the Province.

This County is rich in Iron Ore, and a Company recently formed for the purpose of working a Mine near Woodstock, is now in operation, and, from the superior quality of the Ore, and the facility for working and bringing it to market, an extensive business will ere long be carried on in the manufacture of Iron.

Two Steamers now run between Fredericton and Woodstock, and a third will be put on next year, to ply between Woodstock and the Grand Falls, a distance of 60 miles.

The Tobique River, which empties into the Saint John, about 40 miles above Woodstock, is of great extent, and offers superior facilities for immediate settlement on a large scale. Gypsum and Free Stone of the finest quality are found on this River.

An extensive tract of good land lies on the eastern side of the Saint John, from the County Line upward, past the Grand Falls, which, if opened by Roads, would form an attractive and valuable locality for settlers.

To the southward of York, Sunbury, Queens' and Kings', lies the County of Charlotte, containing an area of 1,224 square miles, with a Population of about 22,000, and 69 Parish Schools. This County contains many extensive and valuable Settlements, but very little good land remains ungranted.

The Counties of Westmorland and Albert lie to the northward and eastward of Saint John and Kings', and contain a population of about 25,000, with 98 Parish Schools, and cover an area of 2,112 square miles. The most extensive and valuable Marshes in the Province are in Westmorland, and furnish facilities for grazing of unrivalled value; and although the Agricultural community of this County is esteemed the richest in the Province, they have never yet availed themselves as they might have done of the resources of their uplands, which lie, in many instances, comparatively neglected.

The Shad Fishery of this District is not surpassed by any other in the world. Cannel Coal, of a superior quality, has been discovered in Albert, and promises an extensive and valuable trade.

The greater part of Albert is ungranted, and embraces a large tract of land of the finest quality, presenting one of the most eligible situations for immediate settlement in that section of the Province.

The County of Kent covers an area of 1,260 square miles, and contains about 9,000 inhabitants, with 35 Parish Schools; extensive cultivation is found along the Coast and on the Richibucto River; but a large tract of ungranted land, of a good description, still remains, and through which the line of projected Railway from Halifax to Quebec passes.

The Coal formation extends to this County, and may be worked at small expense.

The Harbour of Richibucto is safe and commodious, and the River admits of vessels of the largest class for some distance.

Northumberland includes an area of 5,000 square miles, with 20,000 inhabitants, and 53 Parish Schools. This County presents a large extent of cultivated land, and some of the best specimens of husbandry in the Province. A vast tract of ungranted land is contained within this County, the most eligible whereof for immediate settlement is on the north west and south west Branches of the Miramichi River, in rear of the front Lots. An excellent Road affords communication between this County and the Seat of Government.

Gloucester and Restigouche, the two northernmost Counties, lie on the Gulf of Saint Lawrence and the Bay Chaleur, and include an area of about 4,000 square miles, with a Population of only 15,000, and 37 Parish Schools.

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The quality of the soil is generally good, and in many parts of a very superior description. For many years past this has been the best wheat growing district in the Province. The Settlements in these Counties are principally along the Coast, but the extent of ungranted land in the rear, from Shippegan to the head of the Restigouche River, and the superior quality of the soil, with the valuable Fisheries of the Bays and Rivers, recommend this district as one of the most desirable in the Province for the immediate settlement of large bodies of Immigrants.

The country above Dalhousie is principally settled by Scotch, who are in very prosperous circumstances, and contented with their situation.

The projected Line of Railway from Halifax to Quebec, passes through these Counties down the Nipisiquit to Bathurst, and from thence to a point above Campbelltown, and when opened, will soon render this section of country, in an Agricultural point of view, the most valuable and prosperous of any in the Province.

The vast tract lying between the Restigouche and the Saint John Rivers, containing several millions of acres, presents a wide field for settlement, and which could be opened and made available as soon as a sufficient number of approved settlers were found to enter upon and cultivate the land.

In addition to the ungranted wilderness lands, there are always, in different parts of the Province, improved lots, with dwelling houses and barns, which can be purchased at a reasonable rate; and if an Agency were established for the purpose, a great number of Immigrants could be provided with such lots at a cost ranging from one to five pounds currency per acre, including the unimproved land.

To persons possessing £150 and upwards, this course would be most desirable for themselves, and most advantageous to the Province, should the purchasers be skilful agriculturalists, as in such case, any improved system they might introduce, would soon recommend itself, and be adopted by those around them.

Notwithstanding the defective system of Agriculture generally pursued in the Province, the average produce per acre is large, which proves the natural strength and fertility of the soil; but in those cases where the system of rotation has been adopted, with high cultivation, the average produce will compare with some of the best districts in Great Britain.

Take for example the following crops per acre which have been produced in different parts of the Province:—

Wheat, 40 bushels, some weighing 68 lbs. per bushel; Barley, 40; Oats, 60; Indian Corn, 75; Buckwheat, 75; Peas, 40; Turnips, 1,000; Potatoes, 800; Carrots, 30 tons; Mangel Wurtzel, 30 tons.

Having briefly pointed out the most eligible sites for settlement in different parts of the Province, and touched upon our varied resources, we would submit a few observations and suggestions upon the important subject of the sale and settlement of the ungranted lands, and should they be considered worthy of adoption, a Bill will be prepared to lay before the Legislature to authorize the Government to carry them into effect.

The allotment of the Public Lands has heretofore been frequently characterized by some great defects, the evil consequences of which, though not fully developed, are already grievously apparent.

First in order, is the extreme length of the lots, as in the Kingsclear and Mangerville Grants, where they extend back from the River 7 miles, and in many instances are but 30 rods wide.

Secondly, the sale of large blocks of valuable land to those who are not disposed to improve, but are holding them for sale at some future day, when they shall have acquired an additional value by the labour of the hardy settlers in their vicinity.

Thirdly, the absence of continuous and connected surveys of rear Lots, whereby the settlers are often detached from one another, and labour under difficulties which would have been prevented by the survey and sale of contiguous allotments.

These defects are now so manifest that they imperatively require such a course to be pursued as will avoid them for the future.

In Surveys hereafter to be made, something like the Concession System of Canada, or the Township Plan of the United States, should be adopted whenever practicable; the Lots should be of less magnitude than heretofore, and large sales to those who do not intend to settle and improve should be most carefully avoided.

The accompanying Plan has been suggested by Mr. J. A. Beckwith, of the Audit Office, a practical Surveyor, and is strongly recommended as the best that can be devised for future Settlements.— Each square mile gives 8 Lots, of 80 acres each, and when occupied and improved will present a compactness of settlement and neighbourhood which is on every account most desirable, while the contemplated "Reserves" for Schools and Churches will place those buildings within a mile and a half of every settler.

Recommending this Plan of Survey and Allotment for adoption, the next point of consideration is the sale and mode of payment.

Viewing our Wilderness Land as a raw material, which is only rendered valuable by the application of labour, and considering that the addition of every industrious settler largely enhances the productive value of the Province, it is deemed of more importance that our Wilderness Land should be at once brought into cultivation, even without producing a direct Revenue from the sale, than that it should remain in its present unproductive and comparatively valueless condition.

But it is not considered that the free granting is necessary to ensure its early occupation and improvement, as it may be so disposed of as to yield a large return to the Province and yet be less difficult of acquisition by the settler than under the present system.

It is universally admitted to be indispensable to the prosperity of every Settlement that it have good Roads of communication; and the Provincial Legislature, prompted by this consideration, has from time to time appropriated large sums of money for Roads, even in Districts where the population is scattered; so that, in fact, many parts of the Province have received more Public Money towards the making of the Roads than has been paid to the Revenue for the purchase of Lands through which those Roads pass.

It will be in vain to expect that our millions of ungranted lands will be disposed of for centuries to come, unless opened up by Roads; and as the Provincial Revenue is not in a condition to advance a sufficient amount for the purpose, it becomes necessary, nay, indispensable, to devise some other mode whereby the Roads may be opened and the Settlements at once proceeded with.

The question then arises, can the Land be made to open the Roads? This may undoubtedly be accomplished, but in order that it shall be done effectually, the utmost caution and the most stringent regulations will be required, and every failure of performance on the part of the settler must be followed by absolute forfeiture, and the allotment resold.

The price recommended for a Lot of 50 acres is 4s. per acre, which will give £16; of this amount, but 1s. per acre, amounting to £4, should be paid on the application being complied with, which will be sufficient to cover the expense of Survey, preparing the Grant, &c.; the remaining £12 to be paid by the settler in labour upon the Roads, as near as may be to his own lot, not by day's work, but at a stipulated rate per rod, and to be performed according to such specifications as may be furnished by the Government.

It is recommended, however, that the Grant should not issue until, in addition to the Road Work, at least four acres of the Lot be cleared and put into crop, and a house built thereon; and upon a certificate being produced to the Government, properly vouched, that the work has been satisfactorily performed on the Roads, and the other conditions fulfilled, the Grant shall immediately issue. The settlement duties should be performed within two years from the date of the application.

Supposing that 32 settlers were to take up four miles on the centre Road, as in the accompanying Plan, if there were no expensive Bridges to build, their proportion of labour, at six shillings per rod, would make a good Road of 18 feet wide between ditches, for the whole distance. This price, as compared with the average auction rates, would be a liberal allowance, and thus each allottee would be required to make 40 rods of Road, and two opposite settlers would complete their Road across their whole front.

In laying out such a Settlement, great pains should be taken in fixing the line of the first main Road, so as, if possible, to make it straight, and still carry it through a good tract of land.

A body of settlers coming out to take advantage of the above system, should arrive here early in June, and under judicious advice and directions, they could open the Road by removing the trees, chop down four acres each preparatory for crop the following Spring, and put up a log house before the Winter season. The Road thus cleared of trees would answer for the Winter, and could be finished during the next Summer, after the crops were in, so that within 18 months each settler might entitle himself to his Grant, have a good Road, and gather in his first crop.

If the settlers had the money to spare, they could employ labourers to do their Road work for two thirds or probably one half of the rate above mentioned, and in such case they could apply their own labour to the clearing of their lots and the erection of their houses.

But whatever regulations may be devised, and however advantageous may be the site selected, everything will depend upon the character and conduct of the settlers. If they are sober and industrious men, and determined to succeed, they will soon acquire a comfortable independence, and be contented and happy; but if on the other hand, they are persons of idle and intemperate habits, they will be sure to fail, and ultimately become a burden to the Province.

Hundreds of instances could be particularized of men who have gone back into the wilderness at the time far from Roads and Settlements, with no capital but their industry, and no implements but their axe, who are now in independent circumstances, their farms well cultivated, their barns and cellars filled with produce, and now surrounded by others, who, following in their track, have also made for themselves a comfortable home in the wilderness.

Blest with a healthy climate and a fertile soil, in this country every industrious agriculturalist can live and thrive. Go where you may throughout the Province, and a farmer cannot be found who has applied himself exclusively to his agricultural pursuits, who is not in a comfortable and thrifty condition, while there are many who, from a generous soil, have accumulated a large amount of property, and are in affluent circumstances.

(Signed)

L. A. WILMOT.
J. R. PARTELOW.
W. B. KINNEAR.

3d January, 1849.

Which is approved; whereupon

Ordered, That a copy of the same be transmitted to Her Majesty's Secretary of State, and that copies be also laid before the Legislature.

Extract from the Minutes.

R. FULTON.

On motion of Mr. Taylor,

The House went into Committee of the whole on a Bill to authorize Her Majesty's Justices of the Peace for the County of York to levy an assessment to pay off the County Debt.

Mr.

Mr. Boyd 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. Taylor,

The House went into Committee of the whole on a Bill to enable Her Majesty's Justices of the Peace for the County of York to sell certain Lands in the City of Fredericton, and to provide for the liquidation of the County Debt.

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, the following Resolution was moved :—

Resolved, That the further consideration of this 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 for three months.

A Message from His Excellency the Lieutenant Governor.

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

"New Brunswick.

"Message to the House of Assembly, 5th February, 1849.

" EDMUND HEAD.

" The Lieutenant Governor, referring to his opening Speech, communicates for the information of the House, copies of Despatches received from Her Majesty's Secretary of State, relating to the Public Expenditure of this Province and the mode of imposing Duties on articles of importation.

" E. H."

The Despatches accompanying this Message, being read at the Clerk's Table, are as follow :—

PUBLIC EXPENDITURE AND IMPOSING OF DUTIES.

(Copy—No. 25.)

REVENUE.

Downing Street, 16th May, 1848.

SIR,—I have to acknowledge receipt of Sir William Colebrooke's Despatch, No. 38, of the 8th of April, transmitting the annual "Blue Book" of New Brunswick for 1847.

The Report with which this Book is accompanied is highly satisfactory, except so far as it relates to the public expenditure, which, I regret to learn, still exceeds the Revenue. My predecessors in this Office have on several occasions* remarked upon the objectionable practice of the Colony exceeding its resources; and I can only hope that the subject of making provision against an accumulation of debt, will seriously occupy the attention of the Legislature during its next Session.

I have, &c.

(Signed)

GREY.

* Lord Stanley, 23th Aug., 30th Nov., 9th Dec., 1841; 31st Mar., 29th June, 30th June, 13th Aug., 2d Nov., 1842; and 4th Sept. 1843: Mr. Gladstone, 18th May, 1846.

Lient. Governor Sir E. Head, Bart. &c. &c. &c.

(Copy—No. 6.)

REVENUE.

Downing Street, 22d March, 1848.

SIR,—I have had under my consideration Sir William Colebrooke's Despatch, and its enclosures, of the 25th February, No. 20, in which he states that a question has arisen in New Brunswick,— "Whether the repeal of the Imperial Duties Act, in the Parliamentary Session of 1846, has had the effect of modifying the instructions contained in Lord Stanley's Circular Despatch of the 28th June, 1843, and should preclude the Provincial Assemblies from imposing differential Duties;"—and sub-joins two opinions of Counsel on the point, one of the Advocate General, Mr. Wright, the other of the Solicitor General and three other Queen's Counsel.

It is very material that there should be a right understanding upon this question, as any doubt which was suffered to rest upon it might lead to considerable inconvenience. I have therefore to inform you, that the instructions conveyed by Lord Stanley on the 28th June, 1843, to the Governors

of

of Her Majesty's Colonial Possessions, continue in full force at the present time. It is desirable that the Legislature of New Brunswick should be soon apprized of this fact, as Sir William Colebrooke mentions that the Revenue Bill for the ensuing year is now under the deliberation of the Assembly, and that they are disposed to modify it in a manner which he does not exactly specify, but which leaves me to infer that an inclination exists to impose something in the nature of differential Duties. I may perhaps have misunderstood what Sir William Colebrooke intended to convey; but if my apprehension should be well founded, I hope that the Local Legislature will not deliberately adhere to an intention of reviving a class of Duties, of which Parliament has so recently, and on such strong ground, condemned the policy. And although I cannot pronounce a positive judgment upon an Act not yet transmitted to me, I must state that I think it highly improbable that I could advise Her Majesty to sanction any measure which should contemplate the imposition of differential Duties upon Imports into New Brunswick, when the policy of levying such Duties in this Country has been abandoned by Parliament, as detrimental to the general interests of the Empire.

I have, &c.

(Signed)

GREY.

Lieut. Governor Sir E. Head, Bart. &c. &c. &c. New Brunswick.

(Copy—No. 72.)

REVENUE.

Downing Street, 9th November, 1848.

SIR,—Her Majesty's Government have had under their consideration the Act passed by the Legislature of New Brunswick in the month of March last, imposing Duties for raising a Revenue, and I now transmit to you, for your information, the accompanying copy of a Letter* from the Board of Treasury to the Lords of the Committee of Privy Council for Trade, explaining the objections entertained to this Law.

I have not considered it proper to advise Her Majesty to disallow this Act, as that step would occasion much inconvenience in New Brunswick; but I must direct you to withhold your assent from any future Act, continuing the differential Duties of the present Act, or making discrimination in any other respect between Duties on the produce and manufactures of the United Kingdom or of other British possessions abroad, and those on the produce and manufactures of Foreign Countries, unless you shall have obtained the express approval and authority of Her Majesty's Government.

I have, &c.

(Signed)

GREY.

* 5th October, 1848.

Lieut. Governor Sir E. Head, Bart. &c. &c. &c.

“New Brunswick.*“Message to the House of Assembly, 5th February, 1849.*

“EDMUND HEAD.

“The Lieutenant Governor, referring to his opening Speech, lays before the Assembly, copy of a Communication received from the Secretary of State, relating to the Post Office question in this and the neighbouring Colonies.

“E. H.”

The Despatch, with Enclosure, accompanying this Message, being read at the Clerk's Table, are as follow:—

POST OFFICE.

(Copy—No. 92.)

POST OFFICE.

Downing Street, 1st January, 1849.

SIR,—I have to acknowledge the receipt of your Despatch, No. 108, of the 1st ultimo, stating, with reference to a Communication you had received from the Governor General of Canada, relative to the Postage question, the desire of the Legislature of New Brunswick to co-operate with the neighbouring Colonies for the amelioration of the Postal arrangement.

I transmit for your information the copy of a Despatch which I have recently addressed to the Earl of Elgin on this subject, and I have to acquaint you that I have submitted the point raised by the Attorney General, as to the amendment of the Criminal Law relating to the Post Office, for the consideration of the Postmaster General.

I have, &c.

(Signed)

GREY.

Lieut. Governor Sir E. Head, Bart. &c. &c. &c.

[Enclosure in No. 92.]

(Copy—No. 301.)

Downing Street, 15th December, 1848.

MY LORD,—I have now to acknowledge your Despatch of the 14th June last, enclosing the Report of the Committee of the Executive Council of Canada on the subject of the Provincial Post Office. I have communicated on the important subjects of this Report with the Heads of other Departments of Her Majesty's Government, and I have now to inform you that Her Majesty's Government is prepared

prepared to carry into effect the proposed arrangement, and to take steps by which the management of the Post Office in the North American Colonies will be left to the Colonial Governments. But on reference to the Law Officers, they have been advised that this cannot be done without the authority of an Act of Parliament; application will therefore be made for that purpose in the ensuing Session.

(Signed)

GREY.

Right Hon. the Earl of Elgin, &c. &c. &c.

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

Copy of a Despatch from the Secretary of State for the Colonies, in reference to a Petition from Saint John to Her Majesty the Queen, upon the subject of alteration in the Navigation Laws: also

Copy of a Despatch from the Secretary of State, with Enclosure, relative to the Act to incorporate the New Brunswick Electric Telegraph Company.

These Documents being read at the Clerk's Table, are as follow:—

NAVIGATION LAWS.

(Copy—No. 64.)

NAVIGATION LAWS.

Downing Street, 3d October, 1848.

SIR,—I have to acknowledge receipt of your Despatch, No. 69, of the 19th of July last, containing the Minutes of the proceedings of a Public Meeting held at Saint John on the 26th of June, and a Petition to the Queen, which had been adopted at the above Meeting, against the proposed alteration in the Navigation Laws of this Country.

Having laid this Petition before the Queen, Her Majesty has been pleased to receive it very graciously, and to command that it should be referred to the consideration of Her confidential advisers. That course having been accordingly taken, I have now to communicate to you the general views of Her Majesty's Government, upon the suggestions offered by the Petitioners, for counteracting the evil effects which they apprehend, (as I trust and believe without sufficient foundation,) from the proposed alterations in the Maritime of the British Empire.

The Memorialists will observe, that while the Bill introduced into Parliament by Her Majesty's Government last Session, did not propose to make the amendment of the Law of this Country contingent upon the Legislature of Foreign Countries, it was nevertheless framed in anticipation of reciprocal measures for the removal of such restrictions as are laid upon British Shipping by other States, and contained clauses adapted to meet any case in which such restrictions might be persevered in.

The Bill was so framed, under the belief that the most likely course to obtain, for British Shipping, additional privileges, or to preserve it from additional burthens in other Countries, is to remove the restrictions imposed by our own Laws; and the Memorialists may rest assured that, if Parliament shall pass an Act for that purpose, Her Majesty's Government will spare no pains in endeavouring to obtain these results, by all the means in their power; at the same time, they do not consider that it would be right that a measure, calculated, as they believe, to be of great benefit to the general interests of the Empire, should be rejected, because Foreign Nations may possibly participate in the advantages to be derived from it, though they may refuse, in their own legislation, to adopt a policy of similar liberality.

In the concession of this boon, none are more interested than the Colonists of the North American Provinces; and although Her Majesty's Government are aware that the measure which they have proposed, will naturally be viewed with some degree of jealousy by the Shipping interest of Saint John, they entertain a confident hope, that the removal of the restrictions which at present fetter the Trade of these Provinces, will lead to greatly increased traffic, which cannot fail to create an increased demand for Shipping, a demand which the British North American Ship builder is as well qualified to supply as any of his Foreign rivals, if indeed he does not occupy a position of greater comparative advantage.

Her Majesty's Government have further to observe, that the Bill of last Session provided for having the Coasting Trade of each British Colony to be regulated by the Colony itself; and should there be a general desire, on the part of the North American Colonies, to place their intercourse with each other on the footing of a Coasting Trade, and to confine it to British Shipping, Her Majesty's Government will have no objection to give effect to such an arrangement.

I have, &c.

(Signed)

GREY.

Lieut. Governor Sir E. Head, Bart. &c. &c. &c.

ELECTRIC TELEGRAPH.

(Copy—No. 71.)

ELECTRIC TELEGRAPH.

Downing Street, 7th November, 1848.

SIR,—The Act No. 1866, to Incorporate the New Brunswick Electric Telegraph Company, having been brought under the notice of the Railway Commissioners, I transmit for your information, the accompanying extract from their Report; and I have to acquaint you, that in consequence of the observations

observations upon the provisions of this Act therein contained, I shall defer tendering any advice to Her Majesty upon the subject, until the Legislature have had an opportunity of considering the remarks of the Commissioners; and with this view, I have to instruct you to bring their Report under the early consideration of the Legislature.

I have, &c.

(Signed)

GREY.

Lieut. Governor Sir E. Head, Bart. &c. &c. &c.

Extract of a Report from Captain Harness, dated Office of Commissioners of Railways, Whitehall, 26th October, 1848.

The Act 1866, is entitled "An Act to Incorporate the New Brunswick Electric Telegraph Company." With reference to this Act, the Commissioners have to observe, that in the 7th Section, relative to the prior right of use of the Telegraph by the Governor of the Province, the condition restricting the Governor to the transmission of Messages of a Public nature only, is considered to be open to the same objection as was stated by them in their Report to the Board of Trade of the 4th December, 1847, with respect to the Nova Scotia Electric Telegraph Act. In order to insure the efficient use of the Telegraph for the Public service, it appears necessary that it should rest entirely with the Authorities themselves to judge of the kind of intelligence they may think proper to convey by it; and it ought not to be presumed, that they would make use of it for any other purpose. No restriction of this sort occurs in the corresponding provisions of the Imperial Act, 7 and 8 Vic., c. 85, s. 14, relative to Electrical Telegraphs laid down on the Lines of Railways.

The Commissioners would also refer to the following suggestions in their Report of the Nova Scotia Act, as being, in their opinion, equally applicable to the Act at present under consideration.

That if an opportunity should be afforded by a Supplemental Act, of making further stipulations with the Company in favour of the public interests, it might be advisable that a clause should be inserted, similar to that in the Imperial Act just referred to, providing that, subject to the prior right of use by the Government, the Telegraph shall be open to all persons alike, without favour or preference, and at equal charges.

That it may be worthy of consideration, whether a provision might not be introduced for the purpose of empowering the Government to add Wires on the Line of the Telegraph, or make connections with those of the Company, provided this was done in such a manner as not to interfere with the use of the Telegraph by the Company. By these means the Government would be enabled to carry the Line of Communication into the interior of Forts, or other posts of importance, where independent stations might be established.

Mr. Brown, by leave, presented a Petition from William M'Leod, of the Parish of Saint James, in the County of Charlotte, praying for Legislative aid to enable him to keep a House of Entertainment on the Line of Road from Oak Bay to Eel River; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed to take into consideration all matters connected with the Agricultural Interests of the Province, to report thereon.

Mr. Wark, by leave, presented a Petition from Lestock P. W. DesBrisay, of Richibucto, in the County of Kent, Merchant, praying for a return of Duties paid on fifty barrels of Flour imported from Halifax in June last, the said Flour being the produce and manufacture of Nova Scotia, and was cleared by mistake as Foreign; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Brown, by leave, presented a Petition from Flora M'Kenzie, a licenced Teacher, praying that the Provincial allowance may be granted to her for having taught a School in the Parish of Saint Stephen, in the County of Charlotte, for a period of eighteen months ending on the twenty fourth day of November, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Wark, by leave, presented a Petition from Elizabeth W. Grannel, a licenced Teacher, praying to be remunerated for having taught a School in the Parish of Wellington, in the County of Kent, for a period of three months ending in August 1846; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr.

Mr. Taylor, by leave, presented a Petition from George T. Latham, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Southampton, in the County of York, for a period of three months ending on the twelfth day of April, 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

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

Wednesday, 7th February, 1849.

Prayers.

Read a second time the following Bills, viz:—

A Bill to empower the Rector, Church Wardens and Vestry of Saint John Church, in the Parish of Burton, in the County of Sunbury, to dispose of Lots in the New Burial Ground in the said Parish:

A Bill to annex certain Islands in the River Saint John, to the Parish of Douglas, in the County of York: and

A Bill for the adjustment of claims of certain purchasers of Crown Lands, and of other persons who have given Bonds for Timber cut in Excess or without Licence.

Read a third time as engrossed,

A Bill to authorize Her Majesty's Justices of the Peace for the County of York to levy an assessment to pay off the County Debt.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill to alter the time of holding the Circuit Courts in the City and County of Saint John.

Resolved, That the Bill do pass.

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

Mr. Street, by leave, presented a Petition from William Wilson, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Nelson, in the County of Northumberland, for a period of nine months ending on the first day of November, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Ritchie, by leave, presented a Petition from James M. Hamilton, of the City of Saint John, Merchant, praying for a return of Duties paid on Molasses imported by him and warehoused at that Port in March 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Barberie, by leave, presented a Petition from Arthur Ritchie and Company, of Dalhousie, in the County of Restigouche, Merchants, setting forth, that in November 1846, they shipped on board the barque William Glen Anderson, a quantity of Timber and Deals, and paid the Duty thereon; that the Cargo was discharged, and part thereof, in the month of July 1848, re-shipped on board the brig Albion, and the Duties thereon again paid, and praying for a return thereof; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Barberie, by leave, presented a Petition from Charles Lloyd, Warehouse Keeper and Searcher at the Port of Dalhousie, in the County of Restigouche, praying to be reimbursed for extra expense incurred in the protection of the Revenue at Campbelltown, under the direction of the Deputy Treasurer for the said Port of Dalhousie; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon, Mr.

Mr. Barberie, by leave, presented a Petition from John Jury, of Dalhousie, in the County of Restigouche, praying for a return of Duty paid on two Horses brought by him from Prince Edward Island, when removing from that place to become a settler in this Province, in October last; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

The Honorable Mr. Hazen, by leave, presented a Petition from the Justices of the Peace for the City and County of Saint John, praying that an Act may pass authorizing an assessment upon the Parish of Portland, for the lighting a part of the said Parish with Gas; which he read.

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

The Honorable Mr. Hazen moved for leave to bring in a Bill to authorize an assessment upon the Parish of Portland for lighting a part of the said Parish with Gas.

Leave granted.

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

The Honorable Mr. Hazen, by leave, presented a Petition from the Justices of the Peace for the City and County of Saint John, praying that an Act may pass authorizing the making of provision for a Public Burial Ground for the City and County of Saint John; which he read.

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

The Honorable Mr. Hazen moved for leave to bring in a Bill to make provision for a Public Burial Ground in and for the City and County of Saint John.

Leave granted.

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

Mr. End, by leave, presented a Petition from Messieurs Moore and Harding, of Shippegan, in the County of Gloucester, Merchants, setting forth, that in June last, they shipped on board the ship John Craig, a quantity of Deals, and paid the Export Duty thereon; that the said Vessel, on leaving the Harbour, became a total wreck, and the said Cargo was re-shipped, and the Duty again paid thereon; and praying for a return thereof; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. End, by leave, presented a Petition from Horatio G. Howard, a licenced Teacher, praying to be remunerated for teaching a School at Youghall, in the Parish of Bathurst, in the County of Gloucester, for a period of three months ending on the eighth day of July last; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Ritchie, by leave, presented a Petition from the Reverend Samuel Robinson, Moderator of the Western New Brunswick Baptist Association, on behalf of the Ministers and Delegates composing such Association, together with A. M'L. Seely, George A. Garrison, Thomas Lockey, Stephen Gerow, N. S. Demill, and twenty one others, praying that the privilege of solemnizing Marriage under the present Law, may be granted to the Reverend Edward D. Very; which he read.

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

The Honorable Mr. Hazen, by leave, presented a Petition from the Justices of the Peace for the City and County of Saint John, praying that an Act may pass to amend the Act establishing and maintaining a Police Force in the Parish of Portland, in the said City and County; which he read.

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

The Honorable Mr. Hazen moved for leave to bring in a Bill to amend an Act, intituled "An Act for 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. Taylor, by leave, presented a Petition from Gould Crouse, of the Parish of Douglas, in the County of York, praying that the Pension due to the late Ruth Baird, the Widow of an old Soldier of the Revolutionary War, at the time of her death, may be granted to him; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Woodward, by leave, presented a Petition from Elizabeth Matthewson, Widow of the late George Matthewson, deceased, an old Soldier of the Revolutionary War, praying that the usual Pension may be granted to her; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Woodward, by leave, presented a Petition from George Cummings, a Teacher of Youth in the City of Saint John, praying for some remuneration for his services in that capacity, for the reasons set forth in the said Petition; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Woodward, by leave, presented a Petition from William W. Anderson, a licenced Teacher, in the City of Saint John, praying to be remunerated for his services in that capacity, for the reasons therein stated; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Jordan, by leave, presented a Petition from Isaac Springstead, of Quaco, in the County of Saint John, an old Soldier of the Revolutionary War, praying relief in his present infirm and distressed situation; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

The Honorable Mr. Hanington, by leave, presented a Petition from Samuel Underwood, of the Parish of Shediac, in the County of Westmorland, praying that the Pension due his late Father, John Underwood, at the time of his death, as an old Soldier of the Revolutionary War, may be granted to him; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

The Honorable Mr. Hanington, by leave, presented a Petition from J. W. Delaney, of Amherst, in the Province of Nova Scotia, praying for a return of Duty paid on a Horse imported from Prince Edward Island in the month of September last, and immediately taken to Nova Scotia; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

The Honorable Mr. Hanington, by leave, presented a Petition from Charles Cahill and James Dixon, late Overseers of the Poor for the Parish of Sackville, in the County of Westmorland, praying to be reimbursed a sum expended in relieving sick and distressed Indians at that place in the year 1847; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Porter, by leave, presented a Petition from Charles R. Hatheway, of Saint Andrews, in the County of Charlotte, praying remuneration for services performed in taking care of sick and destitute Emigrants at that place in the year 1847; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration claims for the support of Emigrant Poor, to report thereon.

Mr. Carman, by leave, presented a Petition from Robert M'Kay, Junior, of the Parish of Northesk, in the County of Northumberland, praying that the Pension due the late Susanna Beckwith, at the time of her death, as the Widow of an old Soldier of the Revolutionary War, may be granted to him; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr.

Mr. Carman, by leave, presented a Petition from Hugh Murray, of the Parish of Alnwick, in the County of Northumberland, praying that the Pension due to Mary M'Leod, as the Widow of the late Murdock M'Leod, an old Soldier of the Revolutionary War, may be continued to her; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Carman, by leave, presented a Petition from the Reverend Michael Egan, together with Joseph Russell, Richard Sutton, and ninety six others, inhabitants of the Parish of Nelson, in the County of Northumberland, praying that the Grant of last Session, to relieve the distress, and procure seed for that County, may be re-appropriated; which he read.

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

Mr. Carman, by leave, presented a Petition from Thomas Ullock, Robert A. Monad, George Johnston, and eighty six others, inhabitants of the Parish of Glenelg, in the County of Northumberland, of a like prayer; which he read.

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

Mr. End, by leave, presented a Petition from William Napier, of Bathurst, in the County of Gloucester, Gauger, praying to be remunerated for his services in that capacity; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

On motion of Mr. Thomson,

That the House proceed to the Order of the Day of the fifth day of February instant, and which was adjourned over to this day, by operation of the twenty third Rule of the House, to go into Committee of the whole on 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 resolved itself into said Committee.

Mr. Taylor 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, the following Resolution was moved—

Resolved, As the opinion of this Committee, that such parts of His Excellency's Speech as relate to Railways, should be referred by the House to a Select Committee to report thereon by Bill or otherwise.

To which an amendment was moved—To expunge all after the words "opinion of this Committee," and substitute as follows:—

"That under the present system, it is the duty of the Executive Government to mature and bring forward all measures brought under the consideration of this House in His Excellency the Lieutenant Governor's Speech at the opening of the Legislature, calculated to develop the resources and internal improvement of the Province; and that such subjects should not therefore, in the first instance, be referred to Select Committees of this House to be dealt with."

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

YEAS.

Mr. Cranney,
Jordan,
Street,
Ritchie,
Montgomery,
End,

Mr. Woodward,
Carman.

NAYS.

The Hon. Mr. Speaker,	Mr. S. Earle,
The Hon. Mr. Hazen,	M'Leod,
Mr. Baillie,	Thomson,
Read,	Brown,
Wilson,	Wark,
Botsford,	Miles.

Whereupon it was decided in the negative.

The question was then taken upon the original Resolution; when the Committee again divided as follows:—

YEAS

YEAS.		NAYS.	
The Hon. Mr. Speaker,	Mr. Botsford,	The Hon. Mr. Hazen,	Mr. Street,
Mr. Baillie,	Wilson.	Mr. Woodward,	Jordan,
Miles,		Read,	S. Earle,
Wark,		End,	Brown,
Thomson,		Montgomery,	Cranney,
M ^r .Leod,		Richie,	J. Earle.

And it was also decided in the negative.

Ordered, That the Report be accepted.

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

Thursday, 6th February, 1849.

Prayers.

Read a second time the following Bills, viz:—

A Bill to authorize an assessment upon the Parish of Portland for lighting a part of the said Parish with Gas:

A Bill to make provision for a Public Burial Ground in and for the City and County of Saint John: and

A Bill to amend an Act, intituled "An Act for establishing and maintaining a Police Force in the Parish of Portland, in the City and County of Saint John."

Mr. Brown, by leave, presented a Petition from Nehemiah Marks, and two hundred and eighty five others, inhabitants of the Parishes of Saint Stephen, Saint David, and Saint James, in the County of Charlotte, praying that Bread Stuffs and other necessaries of life, may be admitted into the Province duty free; which he read.

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

Mr. Brown, by leave, presented a Petition from Josephus Moore, of the Parish of Saint David, in the County of Charlotte, praying that an Act may pass to remunerate certain persons for losses sustained in the purchase of Crown Lands; which he read.

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

Mr. Brown, by leave, presented a Petition from William Coulter, and one hundred and fourteen others, inhabitants of the Parish of Saint David, in the County of Charlotte, praying that measures may be adopted for the more effectual suppression of Intemperance; which he read.

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

Mr. Jordan, by leave, presented a Petition from Edward Iagoe, a licenced Teacher, praying to be remunerated for teaching a School at the District of Bocabeck, in the Parish of Saint Patrick, and County of Charlotte, in the year 1843; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Boyd moved for leave to bring in a Bill to authorize Her Majesty's Justices of the Peace for the County of Charlotte to assess the inhabitants of the said County to pay off the County Debt, and to provide for the contingent expenses thereof.

Leave granted.

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

Mr. Boyd, by leave, presented a Petition from Nehemiah Marks, George M. Porter, Robert Hitchings, and four hundred and twelve others, freeholders and inhabitants of the Parish of Saint Stephen, in the County of Charlotte, praying that no Act may pass to authorize the erection of another Bridge at Salt Water, in the said Parish; which he read.

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

Mr. Boyd, by leave, presented a Petition from William Weatherill, a licenced Teacher, praying to be remunerated for teaching a School at Chamcook, in the Parish of Saint Andrews, in the County of Charlotte, for a period of three months ending on the seventh day of January, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr.

Mr. S. Earle, by leave, presented a Petition from A. C. Evanson and John Hagerty, Esquires, with forty nine others, inhabitants of the Parishes of Upham and Sussex, in Kings' County, praying that the Road leading from Loch Lomond to Sussex Vale, by the South Stream, may be established as a Great Road; which he read.

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

Mr. S. Earle, by leave, presented a Petition from Jesse L. Wetmore, of the Parish of Norton, in Kings' County, praying compensation for extra work performed on Groom's Bridge, so called, in the said Parish, in the year 1836, under the direction of Benjamin L. Peters, Esquire, the then Supervisor on that Line of Road; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed to take into consideration the sums required for the improvement of Roads throughout the Province to report thereon.

Mr. Wilson, by leave, presented a Petition from Benoni LeBlanc, Paseal Condjo LeBlanc, Laurent Godet, Amand Cormier, and David Thibedeau, setting forth, that they were the Contractors for building an Abutment for the Bridge over the Memramcook River, and that extra work had been performed over and above the Contract, and praying compensation therefor; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Boyd, by leave, presented a Petition from David Hopkins, praying compensation for loss sustained in the erection of a Bridge on the Line of Great Road from Fredericton to Saint Andrews, in the year 1847; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Boyd, by leave, presented a Petition from Walter M'Farlane, praying compensation for extra work performed on a Bridge erected by him on the new Line of Road from Roix' towards Saint Stephen, in the County of Charlotte, in the month of July last; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Vail, by leave, presented a Petition from Henry A. Scovil and LeBaron Drury, Esquires, with one hundred others, inhabitants of Kings' County, praying for an alteration in the Great Road between the Head of Bellisle and Saint John; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. M'Leod, by leave, presented a Petition from Philip P. Dann, and fourteen others, Freeholders of King's County, resident within the bounds of the contemplated alteration in the Great Road between the Head of Bellisle and Saint John, praying that the alteration in the said Road may not be made; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Wilson, by leave, presented a Petition from John Hope, of the Parish of Salisbury, in the County of Westmorland, praying to be reimbursed expenses incurred in the support of a sick Indian, while labouring under Small Pox; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Wilson, by leave, presented a Petition from Bliss Botsford, James Steadman, and James Robertson, Junior, of Moncton, in the County of Westmorland, praying that a Grant may pass to enable them to pay off a Debt incurred in the erection of the Young Men's Temperance Hall and Mechanics' Institute at that place; which he read.

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

Mr. Wilson, by leave, presented a Petition from Thomas Henderson, and seventeen others, inhabitants of the Parish of Moncton, in the County of Westmorland, praying that a Grant may pass to remunerate James Sivewright, A. M., for his services in the Moncton Academy, at the Bend of Petitcodiac; which he read.

Ordered

Ordered, That the said Petition be received and referred to the Committee for taking into consideration the subject of the Education of the Youth of the Province, to report thereon.

Mr. Connell, by leave, presented a Petition from Thomas G. Bourne, praying to be remunerated for teaching a School in the Parish of Wakefield, in the County of Carleton, for a period of six months ending on the fifth day of February instant; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Gilbert, by leave, presented a Petition from George Hoyt, praying that a Grant may pass to him for the support and maintenance of his Mother, Mary Hoyt, Widow of the late Joseph Hoyt, deceased, an old Soldier of the Revolutionary War; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

On motion of Mr. End,

Resolved, That a Committee be appointed to take into consideration all matters relating to Couriers and Carriers of Mails.

Ordered, That Mr. End, Mr. Woodward, Mr. Brown, Mr. Taylor, and Mr. Wilson, do compose the said Committee.

Mr. Street, by leave, presented a Petition from William Kelly, of Chatham, in the County of Northumberland, Mail Contractor and Proprietor of a weekly Stage between that place and Fredericton, praying that a Grant may pass to enable him to run a semi-weekly Stage to Miramichi during the present year; which he read.

Ordered, That the said Petition be received and referred to the aforementioned Committee to report thereon.

Mr. Street, by leave, presented a Petition from John Wilson, of the Parish of Nelson, in the County of Northumberland, praying compensation for conveying Her Majesty's Mails across the North West Branch of the River Miramichi; as also to be reimbursed, in part, for loss sustained in maintaining a Team Ferry Boat at the North and South West Branches of the said River; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Steves, by leave, presented a Petition from William B. Kay, Benjamin Colpitts, and thirty five others, inhabitants of the Counties of Westmorland and Albert, praying aid towards a Courier from the Post Office, in the Parish of Salisbury, to James M'Naughton's, in the Parish of Elgin; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

The Honorable Mr. Hanington, by leave, presented a Petition from William Weeks, of Bay de Verte, in the County of Westmorland, praying for a continuation of the Grant heretofore made to encourage the running of a Packet between that place and Prince Edward Island; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Wark, by leave, presented a Petition from George Bell, and Hector Maclean, Ferryman, at Richibucto, in the County of Kent, praying compensation for ferrying Her Majesty's Mails across that River since the year 1845; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

The Honorable Mr. Hanington, by leave, presented a Petition from George Sprague, of Bay de Verte, in the County of Westmorland, praying aid towards running a Packet between that place and Prince Edward Island; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr.

Mr. Gilbert, by leave, presented a Petition from William Sharp, praying compensation for ferrying Her Majesty's Mails over the Jemseg Creek, at the entrance of the Grand Lake, in Queens' County, in the year 1842; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

The Honorable Mr. L. A. Wilmot moved for leave to bring in a Bill for the reduction of Judicial Salaries in this Province.

Leave granted.

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

The Honorable Mr. L. A. Wilmot moved for leave to bring in a Bill to incorporate the Grand and Subordinate Divisions of the Order of "The Sons of Temperance" in this Province.

Leave granted.

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

The Honorable Mr. L. A. Wilmot moved for leave to bring in a Bill to authorize the Justices of the Peace for the County of York to transfer a certain Lot of Land to Joseph Gaynor and his Assigns, in exchange for a certain other Lot for the use of the Milicete Tribe of Indians.

Leave granted.

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

Mr. Jordan, by leave, presented a Petition from James M'Lean, Samuel Carson, and one hundred and fifty three others, inhabitants of the Parish of Saint Martin, in the County of Saint John, praying that a Grant may pass towards the erection of a Breakwater at West Quaco Head, in the said County; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. R. D. Wilmot, by leave, presented a Petition from the Rector, Church Wardens and Vestry of Saint George Church, in the Parish of Carleton, in the City of Saint John, praying for a return of Duties on a Bell, Clock and Organ imported for that Church; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

The Honorable Mr. L. A. Wilmot, by leave, presented a Petition from Catherine Carter, a licenced Schoolmistress, of the Parish of Saint Mary, in the County of York, praying remuneration for her services in that capacity for a period of four months ending on the eighth day of November last; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. M'Leod, by leave, presented a Petition from Jacob Corey, praying to be remunerated for teaching a School in the Parish of Studholm, in Kings' County, for a period of six months ending on the fifth day of December last; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Jordan, by leave, presented a Petition from John M'Court, a licenced Teacher, praying that the Provincial allowance may be granted to him for teaching a School in the Parish of Saint John, for a period of two years ending on the first day of November, 1846; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Wark, by leave, presented a Petition from William Y. Theal, Esquire, M. D., of the Parish of Dundas, in the County of Kent, setting forth his having for many years past afforded Medical advice to the Indians in that and the neighbouring Parishes, and supplied them with Medicines, and the probability of the Small Pox appearing among them, and praying that a Grant may pass to enable him to continue his services; which he read.

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

Mr.

Mr. Carman, by leave, presented a Petition from Francis Elliot, of Newcastle, in the County of Northumberland, praying that a Grant may pass for the balance due him for the erection of a Bridge over Bathurst Basin; which he read.

And upon the question, that the said Petition be received and referred to the Committee of Supply, the House divided as follows:—

YEAS.		NAYS.	
The Hon. Mr. Wilmot,	Mr. Taylor,	The Hon. Mr. Hazen,	Mr. Smith,
The Hon. Mr. Fisher,	Street,	The Hon. Mr. Hanington,	Steves,
Mr. Porter,	End,	Mr. Ritchie,	Landry,
Cranney,	R. D. Wilmot,	Boyd,	J. Earle,
Carman,	Connell,	Gilbert,	S. Earle.
Thomson,	Botsford,	M ^r Leod,	
Brown,	Wilson,	Hayward,	
Wark,	Read,	Jordan,	
Baillie,	Montgomery.	Vail,	

Whereupon it was carried in the affirmative.

Mr. Porter, by leave, presented a Petition from Janet Campbell, Widow of the late Hugh Campbell, an old Soldier of the Revolutionary War, praying that the Provincial Pension may be granted to her; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Porter, by leave, presented a Petition from Lydia Williams, Widow of the late Jacob Williams, an old Soldier of the Revolutionary War, praying that the Provincial Pension may be granted to her; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

On motion of the Honorable Mr. L. A. Wilmot,

The House went into Committee of the whole on a Bill relating to Salt Mines in this Province.

Mr. Cranney 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. Brown,

The House went into Committee of the whole on a Bill for the adjustment of claims of certain purchasers of Crown Lands, and of other persons who have given Bonds for Timber cut in Excess or without Licence.

Mr. Steves 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.

To which an amendment was moved—To expunge the whole thereof, after the words "Legislative Council and Assembly," and substitute as follows:—

"That all purchasers of Tracts of Land exceeding five hundred acres, between the years 1333 and 1839, inclusive, who have been compelled to purchase such Lands, during that period, for self protection, or in order to ensure an adequate supply of Timber and Logs in the vicinity of Streams on which Mills were erected, or were then in the course of erection, in consequence of the mania of speculation then going forward, be and they are hereby allowed to have Land at the price of their original purchase, to the extent of their several payments; the same to be laid off at their expense, under the direction of the Surveyor General, out of the Lands by them originally purchased, where the same may still remain unsold, or in case such Lands have been sold, then out of any other ungranted Lands; provided always, before such relief be afforded, it shall be made to appear clear and satisfactory to His Excellency the Lieutenant Governor, in Council, that such purchases were made *bona fide* for Mill purposes, and for no other purpose or intent whatsoever."

And upon the question for adopting the said amendment, the Committee divided as follows:—

YEAS

YEAS.

The Hon. Mr. Speaker, Mr. J. Earle,
 The Hon. Mr. Hazen, Carman,
 The Hon. Mr. Partelow, Cranney,
 The Hon. Mr. Hanington, Gilbert.
 Mr. Barberie,
 Read,
 Botsford,
 Ritchie,
 S. Earle,
 Vail,

NAYS.

The Hon. Mr. Wilmot, Mr. Woodward,
 The Hon. Mr. Fisher, Taylor,
 Mr. Montgomery, Baillie,
 Connell, Boyd,
 Landry, M'Leod,
 Wilson, Wark,
 Thomson, Brown,
 Jordan, Porter,
 R. D. Wilmot, Smith,
 Street, End.

Whereupon it was decided in the negative.

The question was then taken upon the original Section, and it was carried in the affirmative.

That the Committee then went through the Bill and agreed to the same without any amendment thereto.

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

On motion of Mr. Steves,

The House went into Committee of the whole on a Bill to authorize Her Majesty's Justices of the Peace for the County of Albert to designate the Gaol Limits of the said County.

Mr. Botsford 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. Carman,

The House went into Committee of the whole on a Bill to alter and amend an Act, intituled "An Act to provide for the collection of County and Parish Rates," so far as the same relates to the County of Northumberland.

Mr. Hayward 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 said Bill, under the Title of—

A Bill to alter and amend an Act, intituled "An Act to provide for the collection of County and Parish Rates."

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

Mr. R. D. Wilmot moved for leave to bring in a Bill to authorize the issuing of Treasury Notes.

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, 9th February, 1849.

Prayers.

Read a second time the following Bills, viz :—

A Bill to authorize Her Majesty's Justices of the Peace for the County of Charlotte to assess the inhabitants of said County to pay off the County Debt, and to provide for the contingent expenses thereof:

A Bill for the reduction of Judicial Salaries in this Province :

A Bill to incorporate the Grand and Subordinate Divisions of the Order of the "Sons of Temperance," in this Province :

A Bill to authorize the Justices of the Peace for the County of York to transfer a certain Lot of Land to Joseph Gaynor and his assigns, in exchange for a certain other Lot for the use of the Milicete Tribe of Indians: and

A Bill to authorize the issuing of Treasury Notes.

Read

Read a third time as engrossed,

A Bill to authorize Her Majesty's Justices of the Peace for the County of Albert to designate the Gaol Limits of the said County.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill relating to Salt Mines in this Province.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. L. A. Wilmot 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 to provide for the collection of County and Parish Rates.

Resolved, That the Bill do pass.

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

On motion of Mr. End,

Resolved, That no Grant of Money shall be made for Reporting the Debates of the present Session.

To which Mr. R. D. Wilmot moved as an amendment—To expunge all after the word "Resolved," and substitute as follows:—

"That a Committee be appointed to make arrangements for reporting the Debates of the Legislature."

The question being taken upon the said amendment, the House divided—

YEAS 9.

NAYS 23.

Whereupon it was decided in the negative.

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

YEAS.

The Hon. Mr. Hazen,	Mr. Hayward,
The Hon. Mr. Partelow,	Miles,
Mr. Read,	Gilbert,
Street,	Thomson,
Smith,	S. Earle,
End,	Carman,
Botsford,	Cranney,
Vail,	Brown.
Woodward,	

NAYS.

The Hon. Mr. Hanington,	Mr. M'Leod,
Mr. Barberie,	Wark,
Montgomery,	Porter,
Steves,	R. D. Wilmot,
Wilson,	Baillie,
Jordan,	Boyd.
Connell,	
J. Earle,	
Taylor,	

And it was thereupon carried in the affirmative.

Mr. Hayward, by leave, presented a Petition from Eunice Sewell, Widow of the late Nicholas Sewell, an old Soldier of the Revolutionary War, praying that the Provincial Pension may be granted to her; which he read.

And upon the question, that the said Petition be received and referred to the Committee of Supply, the House divided—

YEAS 15.

NAYS 12.

Whereupon it was carried in the affirmative.

Mr. Hayward, by leave, presented a Petition from John R. M'Pherson, of the Parish of Burton, in the County of Sunbury, praying compensation for his services in attending the Draw in the Bridge over the Oromocto, for the years 1847 and 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr.

Mr. Woodward, by leave, presented a Petition from Noah Disbrow, Charles C. Stewart, Henry Chubb, and nineteen others, of the City of Saint John, praying that the Act for the widening of Saint John Street, in the said City, may be repealed or amended, for the reason set forth in the said Petition; which he read.

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

Mr. Connell, by leave, presented a Petition from W. Cook Hammond, praying to be reimbursed loss sustained by reason of the seizure and sale of a span of Horses in June 1847, for the reasons stated in the said Petition; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Taylor, by leave, presented a Petition from Frederick W. Hatheway, of Fredericton, in the County of York, praying for a return of Duty paid on part of a Steam Engine imported from the United States in October 1847; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Ritchie, by leave, presented a Petition from Messieurs Doherty and M'Tavish, of the City of Saint John, Merchants, praying for a return of Duties paid on Goods exported to Yarmouth, Nova Scotia, in the month of May last; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. S. Earle, by leave, presented a Petition from the Reverend William Scovil, Oliver Hallett, and one hundred and eighty eight others, Agriculturalists and Mechanics in Kings' County, praying that such a Duty may be imposed upon Foreign produce as will enable them to compete with Foreign productions in our own Markets; which he read.

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

Mr. S. Earle, by leave, presented a Petition from John C. Price, Ezra Keith, and forty others, inhabitants of Kings' County, of a like prayer; which he read.

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

On motion of the Honorable Mr. Hazen,

The House went into Committee of the whole on a Bill to make provision for a Public Burial Ground in and for the City and County 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. Miles,

The House went into Committee of the whole on a Bill to empower the Rector, Church Wardens and Vestry of Saint John Church, in the Parish of Burton, in the County of Sunbury, to dispose of Lots in the new Burial Ground in the said Parish.

Mr. Cranney 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. Partelow, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Detailed Accounts from the Office of Crown Lands Department, made up to the year ended on the 31st day of December, 1848.

[See Appendix.]

Mr. J. Earle, by leave, presented a Petition from Thomas Gilbert, of Gagetown, in Queens' County, Esquire, praying to be compensated for damages sustained in consequence of the new Road leading from Fredericton to the Finger Board being laid out through his Land; which he read.

And

And upon the question, that the said Petition be received and ordered to lie on the Table, the House divided—

YEAS 13.

NAYS 14.

Whereupon it was decided in the negative.

The Honorable Mr. Partelow, by leave, presented a Petition from Rachel Martin, of Fredericton, in the County of York, an Instructress of Youth, praying that a Grant may pass for her services in that capacity; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

The Honorable Mr. L. A. Wilmot, by leave, presented a Petition from the Reverend Daniel M'Curdy, a licenced Teacher of the first class, in the County of York, praying to be remunerated for having taught a School in Fredericton for a period of four months and one week ending on the thirtieth day of November last; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Wark, by leave, presented a Petition from Cain Spillane, of Richibucto, in the County of Kent, a licenced Teacher, praying additional compensation for teaching School, in consequence of having given instruction, gratuitously, to a great number of poor Children several years past; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration the subject of the Education of the Youth of the Province, to report thereon.

Mr. Brown, by leave, presented a Petition from William Todd, George M. Porter, and seventy one others, inhabitants of the Parish of Saint Stephen, in the County of Charlotte, praying that an Act may pass to incorporate a Company with power to build and maintain a Toll Bridge at Sprague's Falls, on the River Saint Croix; which he read.

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

Mr. Porter, by leave, presented a Petition from Margaret Thompson, of the Parish of Saint James, in the County of Charlotte, praying to be reimbursed loss sustained and costs incurred in defence of her Title, by reason of an error of a Deputy Land Surveyor in running out the Lines; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed on the fifth day of February instant, to take under consideration a Petition from James Steen, for like reimbursement in defence of his Title, to report thereon.

Mr. Wilson moved for leave to bring in a Bill further to amend the Law relating to Highways.

Leave granted.

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

On motion of Mr. Thomson,

Resolved, That the Petition of Richard M'Gee, praying to be remunerated for loss by reason of a Lot of Land purchased by him from a commuted Pensioner having been granted to another person, and which was presented to the House on the second day of February instant, and ordered to lie on the Table, be now referred to the Committee appointed on the same day, to take under consideration a Petition from the Reverend Samuel Thomson, A. M., for a return of money paid on the purchase of Crown Lands, to report thereon.

The Honorable Mr. Speaker laid before the House the following Returns from the Registrar and Treasurer of the University of King's College, viz:—

List of Professors for the year 1848:

List of Students, resident and non-resident, for the same period:

Return of Collegiate School: and

Account of Income and Expenditure of the College for the year 1848.

[See Appendix.]

Mr.

Mr. Ritchie, by leave, presented a Petition from Robert Payne, of the City of Saint John, praying to be reimbursed Money expended in obtaining a site for a Provincial Lunatic Asylum; which he read.

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

Ordered, That Mr. Ritchie, Mr. Brown, and Mr. Barberie, do compose the said Committee.

Mr. Ritchie moved for leave to bring in a Bill to provide for the more effectually securing and collecting Debts in certain cases.

Leave granted.

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

On motion of the Honorable Mr. Hazen,

The House went into Committee of the whole on a Bill to authorize an assessment upon the Parish of Portland, in the City and County of Saint John, for lighting a part of the said Parish with Gas.

Mr. Taylor 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. Hazen,

The House went into Committee of the whole on a Bill to amend an Act, intituled "An Act for establishing and maintaining a Police Force in the Parish of Portland, in the City and County of Saint John."

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 an amendment thereto, and then agreed to the said Bill.

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

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

Saturday, 10th February, 1849.

Prayers.

Read a second time—

A Bill further to amend the Law relating to Highways: and

A Bill to provide for the more effectually securing and collecting Debts in certain cases.

Read a third time as engrossed,

A Bill to empower the Rector, Church Wardens and Vestry of Saint John Church, in the Parish of Burton, in the County of Sunbury, to dispose of Lots in the new Burial Ground in the said Parish.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill to amend an Act, intituled "An Act for establishing and maintaining a Police Force in the Parish of Portland, in the City and County of Saint John."

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill to authorize an assessment upon the Parish of Portland, in the City and County of Saint John, for lighting a part of the said Parish with Gas.

Resolved, That the Bill do pass.

Ordered, That Mr. R. D. Wilmot also take this Bill to the Council and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to make provision for a Public Burial Ground in and for the City and County of Saint John.

Resolved, That the Bill do pass.

Ordered, That Mr. R. D. Wilmot also take this Bill to the Council and desire their concurrence thereto.

Read a third time as engrossed,

A Bill for the adjustment of claims of certain purchasers of Crown Lands, and of other persons who have given Bonds for Timber cut in Excess or without Licence.

Resolved, That the Bill do pass.

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

Mr. End, by leave, presented a Petition from John Henry and one hundred and forty five others, inhabitants of the Parish of New Bandon, in the County of Gloucester, praying pecuniary assistance in the erection of a Breakwater on the South Shore of the Bay de Chaleur, in the said County ; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Barberie, by leave, presented a Petition from Donald Downie, a licenced Teacher, praying that the Provincial allowance may be granted to him for teaching a School in the Parish of Dalhousie, in the County of Restigouche, for the period of one year ending on the thirty first day of January last ; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Barberie moved for leave to bring in a Bill in addition to and in amendment of the several Acts now in force to provide for sick and disabled Seamen, not being Paupers, belonging to this Province, so far as relates to the County of Kent.

Leave granted.

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

Mr. Barberie, by leave, presented a Petition from John Wheten, George Pagan, William Bowser, and William M'Leod, Esquires, together with Messieurs J. W. Holderness and Chilton, and seventy six others, Magistrates, Merchants and Inhabitants of the County of Kent, praying for an amendment in the Acts now in operation to provide for sick and disabled Seamen, so far as the same extend to the County of Kent ; which he read.

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

Mr. Baillie, by leave, presented a Petition from Enoch Dow, praying compensation for improvements made by him on a Tract of Crown Land situate on the River Tobique, in the County of Carleton, the said Land having brought a higher price at the sale thereof by reason of the improvements ; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed on the fifth day of February instant, to take into consideration a Petition from James Steen to be reimbursed damages sustained on the purchase of Lands from the Crown, to report thereon.

Mr. Wark, by leave, presented a Petition from James M'Phelim, of Buctouche, in the County of Kent, praying to be compensated for loss sustained by reason of an error in a Licence issued to the Petitioner to cut Timber and Logs on Crown Lands in the year 1847 ; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. R. D. Wilmot, by leave, presented a Petition from Sarah Ann Turner, a licenced Teacher, praying that the Provincial allowance may be granted to her for teaching a School in the vicinity of Carleton, in the City of Saint John, for a period of one year ending on the first day of February instant ; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr.

Mr. Vail, by leave, presented a Petition from Charlotte M. Wilson, praying to be remunerated for teaching a School in the Parish of Sussex, in Kings' County, for a period of two years; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Boyd, by leave, presented a Petition from William H. Butler, W. P., and Francis Burke, R. S., on behalf of the Wilberforce Division of the Sons of Temperance at Saint Stephen, praying for a repeal of the Act to regulate Tavern Keepers and Retailers, and that more stringent enactments may be made to prevent the sale of Intoxicating Liquors; which he read.

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

Mr. Ritchie, by leave, presented a Petition from the Reverend Robert Irvine, Minister, together with George Hutchison, Robert Richey, Robert Kidey, and William Parks, Elders, and Thomas Parks, James Burril, and James Reed, Trustees of the Saint John Presbyterian Church in the City of Saint John, praying aid towards the support of a Presbyterian Seminary established in the said City; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration the subject of the Education of the Youth of the Province, to report thereon.

Mr. Carman, by leave, presented a Petition from Murdock M'Kenzie and twelve others, Settlers on the south side of Tabusintac River, in the Parish of Alnwick, in the County of Northumberland, praying that a Grant may pass to enable them to make purchase of a lot of Land in that Settlement, for the benefit of a School; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Vail, by leave, presented a Petition from Patrick Melone, of the Parish of Sussex, in Kings' County, praying payment for work performed on the Great Road between Saint John and Westmorland, under a Contract entered into with Benjamin L. Peters, Esquire, the then Supervisor for that Road; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration the sums required for the improvement of Roads throughout the Province, to report thereon.

The Honorable Mr. Hanington, by leave, presented a Petition from Thomas Bleakney, of the Parish of Salisbury, in the County of Westmorland, setting forth, that in June last he took a Contract for building a Bridge over the Petitcodiac River; that at the time of the prosecution of the work, and after the Abutments were completed, they were carried away by a high and sudden Freshet, thereby causing great damage to the Contractor, and praying some reimbursement by reason thereof; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Boyd, by leave, presented a Petition from Mary O'Neill, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Saint Andrews, in the County of Charlotte, for a period of seven and a half months ending in November 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Boyd, by leave, presented a Petition from Eliphaz Coddington, of Grand Manan, in the County of Charlotte, praying that the Grant passed to him at the last Session, in consideration of services rendered the Province during the last American War, may be continued; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Steves, by leave, presented a Petition from Rebecca Berry, Widow of the late Thomas Berry, an old Soldier of the Revolutionary War, praying that the Provincial Pension may be granted to her; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr.

Mr. Botsford, by leave, presented a Petition from Silvain Babino, praying that a Grant may pass for the balance due him as Contractor for building a Wharf at She-diac, in the County of Westmorland; as also to be reimbursed further expenses incurred, as set forth in the Petition; which he read.

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

Mr. Wark, by leave, presented a Petition from Charles K. Smith and Francis M'Phelim, Commissioners of Bouys and Beacons for the Harbour of Buctouche, in the County of Kent, praying that an Act may pass to increase the Duty on Shipping for the support of Bouys and Beacons in that Harbour; which he read.

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

Mr. Wark, by leave, presented a Petition from James R. Creelman, of Richibucto, in the County of Kent, praying for a return of Duty on Flour and Corn Meal exported from that place to Picton, Nova Scotia, during the last Summer; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Woodward, by leave, presented a Petition from Daniel Jones, Junior, of the City of Saint John, Blacksmith, setting forth, that he has invented Machinery for the working of Fog or Alarm Bells, and praying that a Grant may pass to reimburse him in part for the time and labour bestowed, and money expended in the perfecting of the said work; which he read.

Ordered, That the said Petition be received and referred to the Committee on Light Houses, to report thereon.

Mr. Taylor, by leave, presented a Petition from Charlotte H. Turner, praying to be remunerated for having taught a School in the Parish of Fredericton, in the County of York, for a period of one year ending on the thirtieth day of December, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Brown, by leave, presented a Petition from Zachariah Chipman, of Saint Stephen, in the County of Charlotte, Merchant, praying for a return of Duties on Goods destroyed by Fire at that place in the year 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

The Honorable Mr. Partelow, by leave, presented Petitions from—

The Reverend Samuel Robinson, Pastor of the First Baptist Church in Saint John, and eight hundred others:

Isaac Kilburn, William D. Hartt, George Stickney, and one hundred and fifty others, of the County of York: and

Daniel Smith, and one hundred and sixty three others, of the County of Sunbury: Members of and friendly to "The Free Christian Baptist Church," in New Brunswick, praying that the Act of 11 Victoria, cap. 62, extending the privilege of solemnizing Marriage to all Ministers or Teachers of the several Religious Congregations in this Province, may be amended, and the provisions thereof so extended as to give to the Ministers of the said Baptist Church the like privileges as are now enjoyed by the bodies of Christians in the said Act particularly mentioned; which he severally read.

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

Mr. Connell, by leave, presented Petitions from—

Rufus S. Demill, Charles Perley, and John Bedell, Esquires, with forty six others: and Jonathan Shaw, Charles M'Mullin, and one hundred and nine others:

Members of and friendly to "The Free Christian Baptist Church," resident in the County of Carleton, of a like prayer, in reference to the amendment to the Act extending the privilege of solemnizing Marriage; which he severally read.

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

Mr. Brown, by leave, presented a Petition from William Todd, Junior, of Saint Stephen, in the County of Charlotte, Merchant, praying for a return of Export Duty on

a Cargo of Lumber shipped from that Port to the West Indies in the year 1846; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Taylor, by leave, presented a Petition from Joseph Parent, and Jacob M. Barker, of the Parish of Kingsclear, in the County of York, praying to be compensated for building a Bridge on the Canada Line of Great Road between Fredericton and Woodstock, under a Contract made with Alexander Goodfellow, Esquire, the Supervisor of the said Road; which he read.

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

On motion of Mr. Taylor,

Ordered, That the Clerk do furnish the said Alexander Goodfellow, Esquire, with a copy of the said Petition.

Mr. Smith moved for leave to bring in a Bill to establish the Road leading from Isaac Derry's, in the Parish of Harvey, to the Post Office, thence to Point Wolf River, in the County of Albert, as one of the Great Roads of Communication in this Province.

Leave granted.

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

Mr. Porter, by leave, presented a Petition from Mary Jane Bixby, a licenced Teacher, praying that the Provincial allowance may be granted to her for having taught a School in the Parish of Saint Stephen, in the County of Charlotte, for a period of one year ending on the fifth day of January last; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

The Honorable Mr. Hanington, by leave, presented a Petition from Elizabeth Doison, praying to be remunerated for teaching a School at Dorchester, in the County of Westmorland, for a period of six months ending in March 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. End moved for leave to bring in a Bill relating to legal remedies against Supervisors and Commissioners of Roads in the Province.

Leave granted.

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

Mr. Brown, by leave, presented a Petition from Freeman H. Todd, of Saint Stephen, in the County of Charlotte, Merchant, praying for a return of Export Duty on a Cargo of Lumber shipped to the West Indies in the year 1845; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Brown, also by leave, presented a Petition from Freeman H. Todd, praying for a return of Export Duty on a Cargo of Lumber shipped for the West Indies, and which was lost at Sea in the year 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

On motion of Mr. Boyd,

The House went into Committee of the whole on a Bill to authorize Her Majesty's Justices of the Peace for the County of Charlotte to assess the inhabitants of said County to pay off the County Debt, and to provide for the contingent expenses thereof.

Mr. Hayward 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. Hanington, by leave, presented a Petition from David Horsman, a licenced Teacher, praying to be remunerated for having taught a School in the Parish

of Salisbury, in the County of Westmorland, for a period of three months ending in May 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

The Honorable Mr. Hanington, by leave, presented a Petition from Charles S. Theal, Esquire, M. D., of Shediac, in the County of Westmorland, praying compensation for Medical attendance on the Indians in that section of the Province for several years past; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Wark, by leave, presented a Petition from Lawrence MacLaren, of Richibucto, in the County of Kent, Surgeon, praying like compensation for Medical attendance on the Indians at that place for several years past; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

On motion of Mr. Wark,

Resolved, That the Petition of William Y. Theal, Esquire, M. D., praying that a Grant may pass to enable him to continue his Medical aid to the Indians in the County of Kent, which was presented to the House on the eighth day of February instant, and ordered to lie on the Table, be now referred to the Committee of Supply.

Mr. Wark, by leave, presented a Petition from J. W. Holderness and Chilton, of Richibucto, in the County of Kent, Merchants, praying for a return of Duty on Bricks imported in the year 1845 for the erection of a Steam Mill; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Taylor, by leave, presented a Petition from George Morehouse, Ira Ingraham, Solomon Parent, and thirty five others, inhabitants of the Parish of Queensborough, in the County of York, praying that a further allowance be made for the services of the Courier between Fredericton and the Nackawikak during the past year; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed on the eighth day of February instant, to take under consideration the claims for Couriers and Carriers of Mails, to report thereon.

Mr. Porter, by leave, presented a Petition from James Bowes and forty nine others, inhabitants of Mill Town, in the Parish of Saint Stephen, in the County of Charlotte, praying that a Grant may pass, in aid of individual subscription, towards the services of a Courier from the lower Post Office in Saint Stephen to that place; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Carman, by leave, presented a Petition from Roderick M'Leod, John H. Harding, Charles Roben and Company, and twenty seven others, inhabitants of the Counties of Northumberland and Gloucester, praying that a Grant may pass towards a Courier between Miramichi and Shippegan; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Porter, by leave, presented a Petition from Andrew M'Cullough, resident at Calais, in the United States, praying for a return of Export Duty on four Cargoes of Lumber shipped to the British West Indies in the year 1845; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

The Honorable Mr. L. A. Wilmot, by leave, presented a Petition from Thomas R. Robertson, Abraham T. Coburn, Henry S. Beek, and seventeen others, of the City of Fredericton, praying that an Act may pass to incorporate the Fredericton Mutual Insurance Company; which he read.

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

The

The Honorable Mr. L. A. Wilmot moved for leave to bring in a Bill to incorporate the Fredericton Mutual Insurance Company.

Leave granted.

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

On motion of Mr. End,

Resolved, That a Committee be appointed to take into consideration the state of the Laws in respect of Insolvent Confined Debtors, and report thereon by Bill or otherwise.

Ordered, That Mr. End, Mr. Ritchie, Mr. M'Leod, Mr. Brown, and Mr. Hayward, do compose the said Committee.

Mr. Barberie moved for leave to bring in a Bill to authorize the Justices of the Peace for the County of Restigouche to levy an assessment to pay off the County Debt.

Leave granted.

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

Mr. Carman, by leave, presented a Petition from Messieurs Michael Samuel and Sons, and fifteen others, Merchants, Mechanics, and Labourers, of the County of Northumberland, having claims against the Committee of Sessions appointed to carry out the Quarantine Regulations in the year 1847, praying that a Grant may pass to meet the several balances due to them; which he read.

Ordered, That the said Petitions be received and referred to the Committee appointed to take into consideration claims for the support of Emigrant Poor, to report thereon.

Mr. Carman, by leave, presented a Petition from Messieurs Johnson and Mackie, of the County of Northumberland, Merchants, of a like prayer, in reference to a claim due them from the Committee of the Northumberland Sessions, appointed to carry out the Quarantine Regulations; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Carman, by leave, presented a Petition from John T. Williston and William Letson, Esquires, the Committee of the Northumberland General Sessions of the Peace appointed to carry out the Quarantine Regulations in the year 1847, praying that an investigation may be had into their Accounts; and praying that a Grant may pass to pay the several debts they had contracted; as also to reimburse them for expenses incurred; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Read, by leave, presented a Petition from John M'Kenna, Alexander Mattheson, and James M'Nutt, Overseers of the Poor for the Parish of Bathurst, in the County of Gloucester, praying to be reimbursed expenses incurred in the support and relief of Emigrant Poor during the past year; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Street, by leave, presented a Petition from David Lynch, a licenced Teacher, praying that a Grant may pass for his services to the same amount as allowed to first class Teachers; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

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

Monday, 12th February, 1849.
Prayers.

Read a second time the following Bills, viz:—

A Bill in addition to and in amendment of the several Acts now in force to provide for sick and disabled Seamen, not being Paupers, belonging to this Province, so far as relates to the County of Kent:

A Bill to establish the Road leading from Issac Derry's, in the Parish of Harvey, to the Post Office, thence to Point Wolf River, in the County of Albert, as one of the Great Roads of Communication in this Province:

A Bill relating to legal remedies against Supervisors and Commissioners of Roads in the Province:

A Bill to incorporate the Fredericton Mutual Insurance Company: and

A Bill to authorize the Justices of the Peace for the County of Restigouche to levy an assessment to pay off the County Debt.

Read a third time as engrossed,

A Bill to authorize Her Majesty's Justices of the Peace for the County of Charlotte to assess the inhabitants of said County to pay off the County Debt, and to provide for the contingent expenses thereof.

Resolved, That the Bill do pass.

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

Mr. Taylor, by leave, presented a Petition from William Gardiner, praying to be reimbursed for costs and expenses incurred in substantiating his claim to Horses seized by the Deputy Treasurer at Woodstock; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Ritchie, by leave, presented a Petition from James Moran, Robert G. Moran, William Vail, and James Moran, Junior, resident owners of the ship William Vail, of the Port of Saint John, praying compensation for money expended by them in the care and maintenance of two of the crew of the said ship, who were refused, by the local authorities, admission into the Marine Hospital at the Port of Miramichi; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Ritchie, by leave, presented a Petition from Benjamin Dean, John Short, James M'Master, Stephen M'Covour, and forty others, inhabitants at Pasarinco and the Bay Shore, in the County of Saint John, praying that an alteration may be made in a Line of Road laid out with a view of shortening the distance between Pasarinco and Saint John; which he read.

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

Mr. S. Earle moved for leave to bring in a Bill to establish the Road leading from Loch Lomond, in the County of Saint John, to Sussex Vale, in Kings' County, as one of the Great Roads of this Province.

Leave granted.

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

Mr. J. Earle, by leave, presented a Petition from George Misset, praying compensation for his services as Keeper of the Post Way Office at the Government House Station, so called, on the Mail Route between Fredericton and Saint John, by the Nerepis; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed on the eighth day of February instant, to take into consideration claims from Couriers and Carriers of Mails, to report thereon.

Mr. Wilson, by leave, presented a Petition from Andrew Murray, of the Parish of Botsford, in the County of Westmorland, praying additional remuneration for carrying the Mails between Sackville and Cape Tormentine; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr.

Mr. End, by leave, presented a Petition from James Green, Proprietor of a Stage Line on the Nerepis Road between Fredericton and Saint John, praying to be reimbursed for the loss of a Horse in the Public Service; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

The Honorable Mr. L. A. Wilmot, by leave, presented a Petition from Joseph Leavitt, Courier on the Line between Fredericton and Saint Andrews, praying for a continuation of the Grant for that service; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Ritchie, by leave, presented a Petition from the President and Directors of the South Bay Boom Company, praying for an amendment in their Act of Incorporation; which he read.

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

Mr. Ritchie moved for leave to bring in a Bill in amendment of an Act, intituled "An Act to incorporate the South Bay Boom Company."

Leave granted.

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

Mr. Woodward moved for leave to bring in a Bill to incorporate the Saint John Friendly Fire Insurance Company.

Leave granted.

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

The Honorable Mr. Fisher, by leave, presented a Petition from Jane Moore, a licenced Teacher, praying that the Provincial allowance may be granted to her for her services in Fredericton during the past year; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

The Honorable Mr. Fisher, by leave, presented a Petition from John M'Intosh, of Fredericton, in the County of York, Inn Keeper, praying that the amount paid on the purchase of a span of Horses seized and sold for non-payment of Duties, may be refunded, for the reasons set forth in the said Petition; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Woodward moved for leave to bring in a Bill for exempting Bills of Exchange and Promissory Notes from the operation of the Law relating to Usury.

Leave granted.

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

Mr. Hayward, by leave, presented a Petition from William Melly, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Burton, in the County of Sunbury, for a period of three and a half months in the year 1846, prior to obtaining his Licence; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Hayward, by leave, presented a Petition from Richard Bartlett, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Mauderville, in the County of Sunbury, for a period of two months ending on the third day of February instant; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

The Honorable Mr. Fisher, by leave, presented a Petition from John Robinson, Jacob M'Keen, Daniel Yerxa, and eighty two others, inhabitants of the Parishes of Fredericton and Douglas, in the County of York, praying that an Act may pass to annex certain Islands in the River Saint John to the said Parish of Douglas; which he read.

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

Mr.

Mr. Wark moved for leave to bring in a Bill relating to Buoys and Beacons in the Harbour of Buctouche, in the County of Kent.

Leave granted.

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

Mr. Porter, by leave, presented a Petition from Samuel M'Gowan, formerly Tide Waiter at the Port of Saint Stephen, in the County of Charlotte, praying some remuneration for services performed in the protection of the Revenue; as also the consideration of the House as regards his being out of office upon the reduction of the Customs Establishment; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. End moved for leave to bring in a Bill to amend an Act, intituled "An Act to incorporate the New Brunswick Electric Telegraph Company."

Leave granted.

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

On motion of the Honorable Mr. Partelow,

Resolved, That the several Petitions from the Reverend Samuel Robinson, Pastor of the First Baptist Church in Saint John, and others, severally praying that the privilege of solemnizing Marriage may be extended to the Ministers of that Denomination, which were presented to the House on the tenth day of February instant, and ordered to lie on the Table, be now referred to a Select Committee to report thereon; and further

Ordered, That the Honorable Mr. Partelow, the Honorable Mr. Hazen, and Mr. Ritchie, do compose the Committee.

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

Return and Statement from the Commissioners appointed under the Act of last Session for establishing and maintaining a Police Force in the Parish of Portland, as required by the said Act.

[*See Appendix.*]

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

Returns from the following Banking Institutions and Incorporated Companies, viz :

Bank of British North America, to the close of the year 1847 :

Central Bank, for periods ending June and December 1848 :

Charlotte County Bank, for year ending October 1848 :

Commercial Bank, for half year ending ninth October, 1847 :

New Brunswick Bank, for year ending first January, 1849 :

South Bay Boom Company, made up to first May, 1848.

[*See Appendix.*]

The Honorable Mr. Partelow, by leave, presented a Petition from Michael Tunney, praying to be remunerated for teaching a School in the Parish of Simonds, in the County of Saint John, for a period of six months ending on the first day of September, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

The Honorable Mr. Partelow, by leave, presented a Petition from Edmund H. Duval, Principal Teacher of the British School in Saint John, praying that a Grant may pass for his services in that capacity; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration the subject of the Education of the Youth of the Province, to report thereon.

The Honorable Mr. L. A. Wilmot, by leave, presented a Petition from Charles F. Allison, Esquire, the Reverend Richard Knight, and Samson Busby, and others, Founder, Trustees and Managing Committee of the Wesleyan Academy, at Mount Allison,

Allison, in Sackville, and County of Westmorland, praying that an Act may pass to incorporate the Trustees of the said Academy ; which he read.

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

The Honorable Mr. L. A. Wilmot moved for leave to bring in a Bill to incorporate the Trustees of the Wesleyan Academy, at Mount Allison, Sackville.

Leave granted.

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

The Honorable Mr. Partelow, by leave, presented a Petition from Mary Collins, Widow of the late Doctor Collins, who fell a victim to the pestilential diseases raging at the Quarantine Establishment on Partridge Island, at the entrance of the Harbour of Saint John, whilst in his professional attendance upon the numerous Emigrants there landed in the year 1847, praying that a Grant may pass to relieve her in her present destitute circumstances ; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

The Honorable Mr. Partelow, by leave, presented a Petition from William Wright, John Duncan, L. H. DeVeber, Robert Bayard, M. D., Edward Allison, Thomas Leavitt, and two hundred and sixteen others, Merchants, Traders, and Inhabitants of Saint John, praying that the services of Alfred L. Street, Esquire, heretofore devoted to the cause of Railways, may be taken into consideration by the House, and that a Grant may pass to remunerate him therefor, as also to reimburse him for the expenses to which he has become subject in consequence thereof ; which he read.

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

The Honorable Mr. Partelow, by leave, presented a Petition from George J. Harding, Esquire, M. D., resident Physician and Health Officer at the Quarantine Station, at Partridge Island, at the entrance of the Harbour of Saint John, praying that a Grant may pass for his services in that capacity ; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration claims for the support of Emigrant Poor, to report thereon.

The Honorable Mr. Partelow, by leave, presented a Petition from Ambrose S. Perkins, of the City of Saint John, Merchant, praying for a return of Duty paid on Molasses remaining in the Warehouse at that place on the first day of April, 1848 ; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

The Honorable Mr. Hazen, by leave, presented a Petition from Thomas M'Avity, of the City of Saint John, praying to be remunerated for services rendered to Emigrants in the year 1848 ; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration claims for the support of Emigrant Poor, to report thereon.

On motion of the Honorable Mr. Partelow,

Ordered That the Order of the Day of the fifth day of February instant, to go into Committee of the whole House this day, in consideration of Supplies to be granted for the Public Service, be discharged, and that the House do on Thursday next, the fifteenth day of February, resolve itself into said Committee.

Mr. Taylor moved for leave to bring in a Bill to repeal the fifth Section of an Act intituled "An Act relating to the Clerk of the Pleas."

Leave granted.

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

Mr. End moved for leave to bring in a Bill to alter and amend an Act, intituled "An Act relating to the Clerk of the Pleas."

Leave granted.

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

On motion of Mr. Brown,

Resolved, That a Committee be appointed to make arrangements for the reporting of the Debates of this House during the present Session. Upon

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

YEAS 12.

NAYS 16.

Whereupon it was decided in the negative.

Mr. Boyd moved for leave to bring in a Bill to repeal all the Acts regulating Tavern Keepers, Inn Keepers, and Retailers, and to prevent the sale of intoxicating Liquors.

Leave granted.

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

The Honorable Mr. Partelow moved for leave to bring in a Bill for the encouragement of the York and Carleton Mining Company.

Leave granted.

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

Mr. Brown, by leave, presented a Petition from Martin Gleason, of the Parish of Saint James, in the County of Charlotte, praying that he may be secured in the possession of a lot of Land in that Parish, for the reasons set forth in the Petition; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed to take into consideration all matters connected with the Agricultural Interests of the Province, to report thereon.

The Honorable Mr. Partelow, by leave, presented a Petition from David S. Kerr, Esquire, Barrister at Law, praying that a Grant may pass towards remunerating him for reporting and publishing the Decisions of the Supreme Court; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

On motion of Mr. Smith,

Resolved, That the Petition of Patrick White, praying that a Grant may pass to enable him to purchase a lot of Land on the Road leading from the New Ireland Settlement, in Kings' County, to Saint John, which was presented to the House on the third day of February instant, and ordered to lie on the Table, be now referred to the Committee for taking into consideration all matters connected with the Agricultural Interests of the Province, to report thereon.

Mr. Wilson, by leave, presented a Petition from James Robertson, Joseph Avard, Esquires, and one hundred others, inhabitants of the County of Westmorland, praying that an alteration may be had in the Laws relating to Highways, authorizing the removal of Fences in certain situations, to prevent snow drifts; as also to compel sleighs and sleds drawn by one horse, to have their shafts so fixed as to make a double track; which he read.

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

Mr. Baillie moved for leave to bring in a Bill relating to Mines and Minerals on and under private property.

Leave granted.

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

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

Copy of Petition to His Excellency from the Merchants and others interested in the Shipping and Trade of the Port of Dalhousie, in reference to the Duties collected under the twenty third section of the Act of last Session for the collection of Revenue; together with the opinion of the Law Officers of the Crown as to the construction thereof.

[See Appendix.]

Mr. Woodward, by leave, presented a Petition from John Walsh, of the City of Saint John, a Teacher of Youth, who having passed an examination at the Training School at that place, prays that a Grant may pass to him for past services as a Teacher; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon. Mr.

Mr. Barberie moved for leave to bring in a Bill to amend the Acts relating to Absconding Debtors.

Leave granted.

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

The Honorable Mr. Hazen moved for leave to bring in a Bill to restrict the amount of Commission to be charged and received by the Commissioners of certain Public Establishments in this Province.

Leave granted.

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

The Honorable Mr. L. A. Wilmot, by leave, presented a Petition from the Reverend Richard Knight, Chairman of the Committee of Management of the Wesleyan Academy at Mount Allison, Sackville, praying that the usual Grant may pass towards the support of the Institution; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

On motion of Mr. Porter,

The House went into Committee of the whole on a Bill to incorporate the Saint Stephen Upper Mills Company.

Mr. Botsford 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. Boyd moved for leave to bring in a Bill to provide for the more effectually repairing the Roads and Bridges in the Parish of Grand Manan.

Leave granted.

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

The Honorable Mr. L. A. Wilmot, by leave, presented a Petition from Timothy O'Connor, Lithographer at the Crown Land Office, setting forth certain extra services performed in the year 1846, in preparing six hundred copies of Maps of the Province for the use of the Legislature, and praying to be remunerated for those services; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Thomson moved for leave to bring in a Bill to establish the Road leading from Lower Trout Brook Bridge, on the Great Road between Saint Andrews and Fredericton, to the Town of Saint George, as one of the Great Roads of Communication.

Leave granted.

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

On motion of Mr. Woodward,

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, Returns shewing the amount of Postage collected at the several Post Offices within the Province in the years ending fifth January, 1848, and the fifth January, 1849; the Salaries paid to the respective Postmasters and Clerks connected with the Post Office; the amount paid the Surveyor of the Post Office for salary, travelling expenses, and other contingencies of his office; the annual sum paid to each of the Contractors for carrying the regular Mails; the number of times such Mails are transmitted weekly; the times at which the Mails are due and closed at the respective Post Offices; and what new Lines were applied for or established, or any Lines that may have been discontinued, and what amount of the aggregate Postages fall under the heads of British, American, and Colonial, respectively, for the aforesaid periods.

Ordered, That Mr. Woodward, Mr. Taylor, and Mr. J. Earle, be a Committee to wait upon His Excellency with the Address.

Mr. Taylor, by leave, presented a Petition from James A. Maclauchlan, Thomas C. Lee, Thomas Murray, and fifty two others, inhabitants of the Parish of Kingsclear, in the County of York, praying that a Bill before the House, to annex certain Islands in the River Saint John, now being a part of the said Parish of Kingsclear, to the Parish of Douglas, may not pass into a Law; 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.

Tuesday. 13th February. 1849.

Prayers.

Read a second time the following Bills, viz:—

A Bill to establish the Road leading from Loch Lomond, in the County of Saint John, to Sussex Vale, in Kings' County, as one of the Great Roads of this Province:

A Bill in amendment of an Act, intituled "An Act to incorporate the South Bay Boom Company:"

A Bill to incorporate the Saint John Friendly Fire Insurance Company:

A Bill for exempting Bills of Exchange and Promissory Notes from the operation of the Law relating to Usury:

A Bill relating to Buoys and Beacons in the Harbour of Buctouche, in the County of Kent:

A Bill to amend an Act, intituled "An Act to incorporate the New Brunswick Electric Telegraph Company:"

A Bill to incorporate the Trustees of the Wesleyan Academy at Mount Allison, Sackville:

A Bill to repeal the fifth Section of an Act, intituled "An Act relating to the Clerk of the Pleas:"

A Bill to alter and amend an Act, intituled "An Act relating to the Clerk of the Pleas:"

A Bill to repeal all the Acts regulating Tavern Keepers, Inn Keepers and Retailers, and to prevent the sale of Intoxicating Liquors:

A Bill for the encouragement of the York and Carleton Mining Company:

A Bill relating to Mines and Minerals on and under private property:

A Bill to amend the Acts relating to Absconding Debtors:

A Bill to restrict the amount of Commission to be charged and received by the Commissioners of certain Public Establishments in this Province:

A Bill to provide for the more effectually repairing the Roads and Bridges in the Parish of Grand Manan: and

A Bill to establish the Road leading from Lower Trout Brook Bridge, on the Great Road between Saint Andrews and Fredericton, to the Town of Saint George, as one of the Great Roads of Communication.

Read a third time as engrossed,

A Bill to incorporate the Saint Stephen Upper Mills Boom Company.

Resolved, That the Bill do pass.

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

Mr. Barberie, by leave, presented a Petition from John M'Grigor, praying to be remunerated for teaching a School on Heron Island, in the County of Restigouche, since May in the year 1846, a period of two years and nine months; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

The Honorable Mr. Partelow, by leave, presented a Petition from Catharine W. Chamberlain, Teacher of a Female School of a superior description in the City of Saint John, praying that the usual Grant may be continued to her for her services in that capacity; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

The Honorable Mr. Partelow, by leave, presented a Petition from Penelope Herring, a Schoolmistress in the City of Saint John, of a like prayer, for her services in that capacity ; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

The Honorable Mr. Partelow, by leave, presented a Petition from Isabella Gough, Widow of the late Policeman Gough, who was mortally wounded while resisting an attack upon the Police by a lawless band in the Parish of Portland, in the County of Saint John, in December 1847, praying that a Grant may be continued to her in her present destitute condition ; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

The Honorable Mr. Partelow, by leave, presented a Petition from Joseph F. Hunt, of the City of Saint John, Piano Manufacturer, praying that a Grant may pass to reimburse him Duties paid on various articles consumed at the destruction of his premises in the year 1847 ; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

The Honorable Mr. Partelow, by leave, presented a Petition from Jacob Allan, James White, James Peters, Esquires, and seventy seven others, Freeholders and Inhabitants of the Parish of Portland, in the County of Saint John, praying that an Act may pass to authorize the laying out of a Street to be called " Sheriff Street," in said Parish ; which he read.

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

The Honorable Mr. Partelow moved for leave to bring in a Bill to declare and establish Sheriff Street, in the Parish of Portland, in the County of Saint John, a Public Highway.

Leave granted.

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

The Honorable Mr. Partelow, by leave, presented a Petition from William H. Street, Mayor, together with Benjamin L. Peters and Henry Chubb, Esquires, and two hundred and seventy eight others, inhabitants of the City and County of Saint John, praying that no Act may pass to alter the terms of holding the Circuit Courts in the said City and County ; which he read.

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

The Honorable Mr. Hanington, by leave, presented a Petition from John Steadman and Charles Black, Overseers of the Poor for the Parish of Moncton, in the County of Westmorland, praying to be reimbursed expenses incurred in the support of sick and indigent Emigrants during the past year ; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration claims for the support of Emigrant Poor, to report thereon.

The Honorable Mr. Partelow, by leave, presented a Petition from Moses Spragg, of the Parish of Portland, in the City and County of Saint John, praying that a Grant may pass to reimburse him expenses incurred in boarding and lodging three Policemen, who were dangerously wounded in resisting an attack made upon them, while on duty, by a lawless mob in December 1847 ; which he read.

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

The Honorable Mr. Hazen, by leave, presented a Petition from the Mayor, Aldermen and Commonalty of the City of Saint John, praying that an Act may pass to facilitate the negotiation of a Loan to pay off the Debt now due by that Corporation ; which he read.

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

The Honorable Mr. Hazen moved for leave to bring in a Bill to facilitate the negotiation of a Loan by the Mayor, Aldermen and Commonalty of the City of Saint John, to pay off the Debt now owing by the said Corporation.

Leave granted.

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

Mr.

Mr. Thomson, by leave, presented a Petition from Hugh Copely, a second class Teacher, praying that the usual allowance may be granted to him for teaching a School in the Parish of Saint George, in the County of Charlotte, for a period of fifteen months ending on the twentieth day of April, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Thomson, by leave, presented a Petition from James Baldwin, of Saint Andrews, in the County of Charlotte, praying that some relief may be extended to him in his present hard case and destitute circumstances, for the reasons stated in the said Petition; which he read.

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

Mr. Thomson, by leave, presented a Petition from Jacob Allan, Esquire, and two hundred and fourteen others, inhabitants of the Parish of Portland, in the City and County of Saint John, praying that an Act may pass substituting a Money Tax in lieu of Statute Labour on the Highways; which he read.

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

Mr. Gilbert, by leave, presented a Petition from Thomas Wetherall, a licenced Teacher, praying that the usual Provincial allowance may be granted to him for teaching a School in the Parish of Johnston, in Queens' County, for a period of one year and six months ending in December 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Connell, by leave, presented a Petition from Edward W. Cripps, praying to be remunerated for teaching a School in the Parish of Woodstock, in the County of Carleton, for a period of three months ending on the seventeenth day of January last; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Connell, by leave, presented a Petition from Elizabeth M'Indoe, of a like prayer, for having taught a School in the Parish of Woodstock, in the County of Carleton, for a period of one year and ten months ending on the first day of February instant; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Connell, by leave, presented a Petition from the President and Directors of the Carleton County Agricultural Society, praying a return of Duties paid by them on Agricultural Implements and Seeds imported into this Province; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Connell, by leave, presented a Petition from John Dibblee, Lieutenant Colonel, and James Ketchum, Major, together with thirty two others, Officers in the First Battalion Carleton County Militia, praying an amendment in the Militia Law; which he read.

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

The Honorable Mr. Partelow, by leave, presented a Petition from the President and Directors of the Saint John Water Company, praying that the Act, intituled "An Act further to facilitate the means of supplying the City of Saint John with Water, and for the more effectual prevention and extinguishment of Fires within the said City," may be repealed; which he read.

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

The Honorable Mr. Partelow moved for leave to bring in a Bill to repeal an Act, intituled "An Act further to facilitate the means of supplying the City of Saint John with Water, and for the more effectual prevention and extinguishment of Fires within the said City."

Leave granted.

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

Mr.

Mr. Connell, by leave, presented a Petition from John Dibblee, Esquire, of the Parish of Woodstock, in the County of Carleton, setting forth that he was appointed Receiver of Crown Debts in April 1845, and praying to be compensated for services performed; which he read.

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

The Honorable Mr. Partelow, by leave, presented a Petition from J. W. Ormsby, Captain, Commanding Her Majesty's Royal Artillery in this Province, praying that a Grant may pass to reimburse him Duties paid on Wines consumed the past year; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

The Honorable Mr. Hazen, by leave, presented a Petition from the Mayor, Aldermen and Commonalty of the City of Saint John, praying that certain alterations may be made by Law in the Charter of the said City; which he read.

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

The Honorable Mr. Hazen moved for leave to bring in a Bill in further amendment of the Charter of the City of Saint John.

Leave granted.

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

Mr. J. Earle, by leave, presented a Petition from Robie Skinner, praying remuneration for having taught a School in the Parish of Waterborough, in Queens' County, for a period of six months ending in June in the year 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. R. D. Wilmot moved for leave to bring in a Bill for more effectually improving the Highways and Streets in the Parish of Portland, County of Saint John.

Leave granted.

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

Mr. R. D. Wilmot, by leave, presented a Petition from William Olive, Samuel Strange, and George Bond, Esquires, together with seventy seven others, inhabitants of Carleton, in the City of Saint John, praying that an Act may pass to incorporate the Carleton Mechanic Ship Building and Navigation Company; which he read.

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

Mr. R. D. Wilmot moved for leave to bring in a Bill to incorporate the Carleton Mechanic Ship Building and Navigation Company.

Leave granted.

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

Mr. Ritchie, by leave, presented a Petition from the Mechanics' Institute of Saint John, praying that a Grant may pass to enable them to extend the benefits of that Institution; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Ritchie, by leave, presented a Petition from Patrick Comeford, of the City of Saint John, recommended by a numerous body of the respectable citizens at that place, praying Legislative aid to enable him to establish a temporary Sailors' Home, for the benefit of the Seamen resorting to that Port; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Ritchie, by leave, presented a Petition from John Gillies, William H. Street, William H. Needham, Esquires, and seventy five others, Members of the Saint John Agricultural Society, and persons interested in Agriculture, praying encouragement thereto by establishing Model Farms, Cattle Shows, and Schools for instruction in that Science; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed to take into consideration all matters connected with the Agricultural Interests of the Province, to report thereon.

The

The Honorable Mr. Partelow, by leave, presented a Petition from Martha Carr, praying to be remunerated for teaching a School in the Parish of Saint Martin, in the County of Saint John, for a period of nine months ending the ninth day of November, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

The Honorable Mr. Hazen, by leave, presented a Petition from the Stockholders in the Lancaster Steam Ferry Company, and other inhabitants of the City and County of Saint John, praying Legislative aid to enable said Company to maintain the Ferry between Indian Town and the Parish of Lancaster; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. End, by leave, presented a Petition from Frederick N. Gisborne, Agent of the British North American Electro-Magnetic Telegraph Association, praying an amendment in the Act incorporating said Company; which he read.

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

Ordered, That Mr. End, Mr. Carman, Mr. Baillie, Mr. Montgomery, and Mr. R. D. Wilmot, do compose the said Committee.

Mr. Ritchie moved for leave to bring in a Bill to incorporate the Saint John and Shediac Railway Company.

Leave granted.

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

Mr. Ritchie moved for leave to bring in a Bill in amendment of an Act, intituled "An Act to provide for the incorporation of certain Presbyterian Churches in the Province not in connexion with the Established Church of Scotland."

Leave granted.

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

The Honorable Mr. Partelow, by leave, presented a Petition from Martin H. Peters, Esquire, M. D., of the City of Saint John, praying that a Grant may pass to remunerate him for his services in vaccinating the Poor during the prevalence of Small Pox the past year; which he read.

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

The Honorable Mr. L. A. Wilmot, by leave, presented a Petition from Patrick M'Glinchey, of the Parish of Prince William, in the County of York, praying that the usual Provincial allowance may be granted to him for the erection of an Oat Mill and Kiln in said Parish; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed to take into consideration all matters connected with the Agricultural Interests of the Province, to report thereon.

The Honorable Mr. L. A. Wilmot, by leave, presented a Petition from John Pickard, Junior, of the Parish of Douglas, in the County of York, of a like prayer, for the erection of an Oat Mill and Kiln in said Parish; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Woodward, by leave, presented a Petition from Robert W. Crookshank, William H. Street, Daniel Leavitt, Esquires, together with two hundred and eleven others, Magistrates, Merchants and Inhabitants of the City of Saint John, praying that no Duty may be levied on Flour imported into this Province, for the reasons set forth in said Petition; which he read.

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

Mr. Woodward, by leave, presented a Petition from Thomas Clerke, of the City of Saint John, praying a return of extra Duty paid on Crockery Ware during the past year, in consequence of said importation not having been accompanied by a Certificate of origin; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr.

Mr. Boyd moved for leave to bring in a Bill to authorize the issue of Scrip, on the faith and credit of the Province, to be employed towards the building and completing the Rail Road from Saint Andrews to Woodstock.

Leave granted.

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

Mr. Brown, by leave, presented a Petition from Francis Beverly, of the City of Fredericton, Book Binder, praying to be remunerated for Public work done in that capacity; which he read.

Ordered, That the said Petition be received and referred to the Committee on the subject of the Contingencies of the House, to report thereon.

Mr. Gilbert, by leave, presented a Petition from Mary Hoyt, of the Parish of Petersville, in Queens' County, Widow of the late Joseph Hoyt, an old Soldier of the Revolutionary War, praying that the Provincial Pension may be continued to her; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Carman, by leave, presented a Petition from Robina Richardson, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Glenelg, in the County of Northumberland, for a period of three months ending the sixteenth day of May in the year 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Carman, by leave, presented a Petition from Ann Stewart, a licenced Teacher, of a like prayer, for having taught a School in the Parish of Newcastle, in the County of Northumberland, for a period of two years and five months; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Carman, by leave, presented a Petition from George Wright, of Miramichi, in the County of Northumberland, praying a return of Duty paid on Household Furniture imported for his own use in the year 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Carman, by leave, presented a Petition from John Movers and twenty others, inhabitants of the Parish of Blissfield, in the County of Northumberland, praying that a Grant may pass to procure Seed for the ensuing Spring, to be placed in the hands of Commissioners for distribution; which he read.

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

Mr. Carman, by leave, presented a Petition from William Idear and five others, a Committee on behalf of the inhabitants of the Parish of Blackville, in the County of Northumberland, praying that the Grant of last Session, to relieve distress and procure Seed for that County, may be re-appropriated; which he read.

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

Mr. Carman, by leave, presented a Petition from John Thomson, of Newcastle, in the County of Northumberland, Surgeon, setting forth that he had agreed with the Sessions to attend the Quarantine Station in the year 1847, for a specific sum; that on the adjustment of his Account, a deduction was made from the sum agreed upon, and praying that such amount may be granted to him; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration claims for the support of Emigrant Poor, to report thereon.

The Honorable Mr. Partelow, by leave, presented a Petition from Archibald Menzies and G. Clowes Carman, Esquires, together with seventy two others, inhabitants of the Parish of Lancaster, in the County of Saint John, praying Legislative aid towards the erection of Oat Mills; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed to take into consideration all matters connected with the Agricultural Interests of the Province, to report thereon.

The Honorable Mr. Partelow, by leave, presented a Petition from Andrew Brown, Lieutenant Colonel, Commanding the First Battalion of the Royals, praying that a Grant may pass to reimburse the Officers of that Regiment for Duties paid by them on Wines, &c. consumed by the Mess during the past year; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Vail, by leave, presented a Petition from Sarah Ann Dysart, praying to be remunerated for teaching a School in the Parish of Upham, in Kings' County, for a period of six months during the past year; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Connell, by leave, presented a Petition from the President and Directors of the Woodstock Mechanics' Institute, praying that a Grant may pass to enable them to discharge the Debt due on the erection of that Institution; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Ritchie moved for leave to bring in a Bill in amendment of an Act, intituled "An Act relating to Wrecked Property."

Leave granted.

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

Mr. Connell, by leave, presented a Petition from J. C. Pinquet, of the Parish of Madawaska, in the County of Carleton, praying that the balance due for services rendered in preventing the spread of Small Pox in the year 1844, under the order of the Government, may be paid to him; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Boyd, by leave, presented a Petition from James Linton, Junior, of the Parish of Saint Patrick, in the County of Charlotte, praying that a Grant may pass to remove obstructions in the Bocabec River, in said County; which he read.

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

Mr. Street, by leave, presented a Petition from Her Majesty's Justices of the Peace for the County of Northumberland, praying that a Grant may pass in aid towards a Stone Building, erected last Summer in the Shire Town, for the safe keeping of the Public Records; which he read.

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

Mr. Street, by leave, presented a Petition from Robert Johnston, of Chatham, in the County of Northumberland, praying that a drawback may be allowed him on three hundred and eighty five barrels of Flour imported from Canada during the past year; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

The Honorable Mr. Hazen, by leave, presented a Petition from the Mayor, Aldermen and Commonalty of the City of Saint John, praying that an Act may pass to authorize the purchase by them of a Lot of Land for enlarging the Market House fronting on Charlotte Street, in said City; which he read.

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

The Honorable Mr. Hazen moved for leave to bring in a Bill to authorize the Mayor, Aldermen and Commonalty of the City of Saint John, to purchase or lease a Lot of Land for the purpose of enlarging the Country Market fronting on Charlotte Street, in the said City.

Leave granted.

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

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House, that the Council had agreed to

The Bill to legalize the conveyance of Water to Turner's Grist Mill, in the Parish of Saint Patrick, in the County of Charlotte,

With an amendment, to which they desire the concurrence of the Assembly.

The

The amendment made by the Legislative Council to this Bill, was read a first and second times, and is as follows:—

At A at the end of the Bill, add—“ Provided also, that nothing herein contained shall be construed to permit any impediments to the free and unobstructed use of the said Highway, for all Her Majesty’s subjects and others passing and repassing; and should any obstruction take place, or should any injury be caused to the said Highway, by or in consequence of the construction or maintaining of the said troughs, the same shall be deemed and taken to be a common nuisance.”

Ordered, That the said Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

The Honorable Mr. Hazen moved for leave to bring in a Bill to amend an Act to prevent the importation and spreading of Infectious Distempers in the City of Saint John.

Leave granted.

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

Mr. Street, by leave, presented a Petition from John Fraser, Esquire, Waiter, Searcher and Locker at Newcastle and Douglstown, and the places therewith connected, in the County of Northumberland, praying remuneration for his services in that capacity; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Boyd, by leave, presented a Petition from James W. Street, Esquire, of Saint Andrews, in the County of Charlotte, praying compensation for services rendered to sick Emigrants in the year 1847; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration claims for the support of Emigrant Poor, to report thereon.

The Honorable Mr. Partelow, by leave, presented a Petition from Michael Fitzgerald, of the City of Saint John, praying that a Grant may pass to remunerate him for extra work in preparing and executing a Tablet in memory of the late Captain Pison, Royal Engineers; which he read.

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

Mr. Street, by leave, presented a Petition from John Henderson, praying to be remunerated for teaching a School in the Parish of Blackville, in the County of Northumberland, for two periods of six months each, ending the first days of May in the years 1847 and 1848, respectively; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Connell, by leave, presented a Petition from Her Majesty’s Justices of the Peace for the County of Carleton, praying that a Grant may pass to enable them to discharge the Debt due by the said County, for the reasons stated in the said Petition; which he read.

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

Mr. End moved for leave to bring in a Bill to establish a Table of Fees to be paid to Justices of the Peace in certain cases.

Leave granted.

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

The Honorable Mr. Partelow, by leave, presented a Petition from Robert C. Smyth, of the City of Saint John, Surgeon and Physician, praying that a Grant may pass to remunerate him for vaccinating a number of poor persons during the prevalence of Small Pox the past year; which he read.

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

Mr. Street, by leave, presented a Petition from Flora M’Craw, Widow of the late Alexander M’Craw, an old Soldier of the Revolutionary War, praying that the usual Pension may be granted to her; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

The Honorable Mr. Hazen, by leave, presented a Petition from William H. Street, Peter Besnard, George D. Robinson, Esquires, and other Sureties to the Crown for Monies loaned to the Saint John Bridge Company, praying relief in the premises therein 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 the Honorable Mr. L. A. Wilmot, Mr. M'Leod, Mr. Barberie, Mr. Brown, and Mr. Wilson, do compose the said Committee.

The Honorable Mr. Hazen, by leave, presented a Petition from William H. Street, Mayor, together with Charles Ward, James Kirk, Henry Chubb, Esquires, and three hundred and forty one others, inhabitants of the City of Saint John, praying that remonstrance may be made by the Legislature against any alterations which may be contemplated in the route of the Cunard Steam Packets; which he read.

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

Mr. Steves, by leave, presented a Petition from Lawrence L. O'Regan, praying remuneration for having taught a School at Salmon River, in the County of Albert, for a period of one year ending on the eighth day of July, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. M'Leod, by leave, presented a Petition from Ebenezer Smith, Esquire, Josiah Fowler, and twenty one others, inhabitants of the Parish of Hampton, in Kings' County, praying that a Grant may pass, in aid of individual subscription, towards the erection of a Bridge over the Hammond River, at or near Beattie's Ferry; which he read.

And upon the question, that the said Petition be received and referred to the Committee appointed to take into consideration the sums required for the improvement of the Roads throughout the Province, to report thereon, the House divided—

YEAS 15.

NAYS 8.

Whereupon it was carried in the affirmative.

Mr. Street, by leave, presented a Petition from David Lynch, praying to be remunerated for teaching a School in the Parish of Blackville, in the County of Northumberland, for a period of four months ending on the twenty third day of July, 1847; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Steves, by leave, presented a Petition from George Calhoun, John M'Almon, and twenty six others, inhabitants of the Parish of Hopewell, in the County of Albert, praying that a Grant may pass to assist them in erecting a Public Wharf at Bennett's Ship Yard, near Ferry Point, in said County; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Steves, by leave, presented a Petition from Isaac Gross, John Lewis, and thirteen others, inhabitants of the Parish of Hillsborough, in the County of Albert, praying that a Grant may pass to Peter Joney for losses sustained in consequence of a Bridge partially finished by him having been swept away by the great Freshet of September last; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed to take into consideration the sums required for the improvement of Roads throughout the Province, to report thereon.

Mr. Steves, by leave, presented a Petition from Samuel Clark and nine others, inhabitants of the Parish of Hopewell, in the County of Albert, praying that a Grant may pass to enable the Commissioners to pay the balance due on the Public Wharf at Hamilton's Creek, in said County; which he read.

Ordered That the said Petition be received, and referred to the Committee of Trade to report thereon.

Mr.

Mr. Wark, by leave, presented a Petition from John LeBlanc, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Dundas, in the County of Kent, for a period of one and a half years ending on the fourth day of July, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Wark, by leave, presented a Petition from Peter Amereaux, a licenced Teacher, of a like prayer, for having taught a School in the Parish of Wellington, in the County of Kent, for a period of four and a half months ending on the fifteenth day of November, in the year 1847; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Wark, by leave, presented a Petition from Francis Gotro, a licenced Teacher, of a similar prayer, for teaching a School in the Ohio Settlement, in the County of Kent, for a period of six months ending in June in the year 1847; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Wark, by leave, presented a Petition from John Bristol, a licenced Teacher, praying to be remunerated for teaching a School in the Parish of Dundas, in the County of Kent, for a period of one year ending in February 1849; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Wark, by leave, presented a Petition from Gabriel Herbert, a licenced Teacher, praying to be remunerated for having taught a School in the same Parish for a period of six months ending on the fifteenth day of November in the year 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

The Honorable Mr. Hanington, by leave, presented a Petition from Henry Livingstone, Thomas E. Smith, Charles S. Theal, and forty others, inhabitants of Shediac, in the County of Westmorland, praying that a Grant may pass to remunerate Robert Walsh for running a Packet from that place to Prince Edward Island during the past year; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed on the eighth day of February instant, to take into consideration claims from Couriers and Carriers of Mails, to report thereon.

Mr. Gilbert, by leave, presented a Petition from James Mahood and twenty three others, inhabitants of the Nerepis and Jerusalem Settlements, in Queens' County, praying that a Grant may pass towards a Courier from Nerepis to Foot of Long Island; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Connell, by leave, presented a Petition from John Street, of the Parish of Madawaska, in the County of Carleton, praying to be remunerated for services in ferrying the English Mails at the Grand Falls; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. M'Leod, by leave, presented a Petition from Thomas Corrigan and Solomon Lawson, Proprietors and Drivers of Stage Line between Saint John and Fredericton, on the River route, praying that a Grant may pass in aid of the Establishment; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. End, by leave, presented a Petition from George Wilson, of Bathurst, in the County of Gloucester, praying aid towards establishing and keeping up a Weekly communication between that place and Shippegan; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr.

Mr. Botsford, by leave, presented a Petition from Peter Etter, Richard Lowerson, and John G. Allan, special Commissioners of Sewers, in the County of Westmorland, praying that an allowance may be made to them for expenses incurred in keeping in repair the Aboideau over the River Au Lac, in the said County, on the Post Road between Halifax and Saint John; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration the sums required for the improvement of Roads throughout the Province, to report thereon.

Mr. J. Earle, by leave, presented a Petition from James M'Allister, of the Parish of Gagetown, in Queens' County, praying that the balance due him on a Contract for labour performed on the Wharf below Gagetown, may be granted to him; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Brown, by leave, presented a Petition from James Ray, of Saint George, in the County of Charlotte, for many years a Seaman in the Royal Navy, praying pecuniary relief in his aged and destitute condition; which he read.

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

Mr. Baillie, by leave, presented a Petition from Charles P. Wetmore, of the City of Fredericton, setting forth that he is the rightful owner of a Lot of Land, situate in the County of Sunbury, originally granted to one Richard Brown in 1784, that difficulties have arisen in the establishing of the boundary of a Lot adjoining, under a Grant passed in 1831, and praying relief in the premises; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed on the fifth day of February instant, to take into consideration a Petition from James Steen, relative to loss sustained in the purchase of Lands, to report thereon.

Mr. Porter, by leave, presented a Petition from John Marks, of Saint Stephen, in the County of Charlotte, praying for a return of Export Duty on two Cargoes of Lumber shipped to the British West Indies in the year 1845; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. Taylor, by leave, presented a Petition from Henry E. Dibblee, Deputy Treasurer and Sub-Collector at Woodstock, in the County of Carleton, praying that a sum may be granted to him, equal to ten per cent. on collections made under the Imperial Act from April 1838, to December 1845; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Boyd, by leave, presented a Petition from the President, Directors and Company of the Saint Andrews and Quebec Railway, praying to be reimbursed expenses incurred in the care and maintenance of Emigrants who arrived at Saint Andrews in the ship Star from Ireland in the month of June last; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration claims for the support of Emigrant Poor, to report thereon.

Mr. J. Earle, by leave, presented a Petition from John Colwell, Samuel Skinner, and John Case, Trustees of Schools for the Parish of Wickham, in Queens' County, praying that a Grant may pass to remunerate Stephen Huggard for having taught a School at that place for a period of one year ending on the twenty fourth day of December, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Brown, by leave, presented a Petition from Philo Seelye, John Walker, Silas Williams, and two hundred and twelve others, inhabitants of the Parishes of Pennfield and Saint George, in the County of Charlotte, praying that more effectual measures may be adopted for the suppression of Intemperance; which he read.

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

Mr.

Mr. Brown, by leave, presented a Petition from Robert Watson, Thomas B. Abbot, William Thompson, and sixty two others, inhabitants of Saint Stephen, in the County of Charlotte, and Members of Howard Division, Number One, of the Sons of Temperance, praying that an Act may pass to incorporate the said Division; which he read.

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

The Honorable Mr. Partelow, by leave, presented a Petition from Henry P. Sancton, Agent for the Proprietors of the New York Circus, praying for a remission of Duties paid at the Treasury on their Establishment during their transient stay in the Province the past year; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

The Honorable Mr. Partelow moved for leave to bring in a Bill to increase the Capital Stock of the Saint John Water Company, and to provide a more efficient supply of Water in the City of Saint John.

Leave granted.

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

The Honorable Mr. Partelow, by leave, presented a Petition from William O. Smith and Henry Chubb, Commissioners of the Orphan Asylum in the City of Saint John, praying relief and the action of the Legislature in reference to the management thereof; which he read.

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

Mr. Connell, by leave, presented a Petition from Robert Davis and Hugh Davis, of Woodstock, in the County of Carleton, praying aid towards a Cloth Manufactory at that place; which he read.

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

Mr. Connell, by leave, presented a Petition from Charles Emery, Ralph Ketchum, J. F. W. Winslow, and ninety others, inhabitants of the Parishes of Woodstock and Wakefield, in the County of Carleton, praying a further Grant may pass to enable the York and Carleton Mining Company to open a Road from the Mines to where their Works are erected; which he read.

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

Mr. Brown, by leave, presented a Petition from Asa Coy, G. W. P., James Johnston, G. S., on behalf of the Grand Division of the Order of the Sons of Temperance of the Province of New Brunswick, praying that measures may be adopted for raising a Committee to collect information the present year, respecting the importation and use of Intoxicating Liquors, and the effects thereof upon the interests of the Province; which he read.

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

Mr. Vail, by leave, presented a Petition from Hugh M'Monagle, of the Parish of Sussex, in Kings' County, praying that an amount deducted from the Premium allowed by the Province on the importation of three Entire Horses, to defray the expenses of the Commissioners appointed to examine the said Horses on their arrival, may be granted to him; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed to take into consideration all matters connected with the Agricultural Interests of the Province, to report thereon.

Mr. J. Earle, by leave, presented a Petition from Elizabeth Cameron, the Widow of the late William Cameron, an old Soldier of the Revolutionary War, praying that the Provincial Pension may be granted to her; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Vail, by leave, presented a Petition from Nelson Arnold, of the Parish of Sussex, in Kings' County, a Seizing Officer, praying to be remunerated for his services in that capacity, under the directions of the Government, in the years 1836 and 1843; which he read.

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

Mr. J. Earle moved for leave to bring in a Bill in addition to an Act to regulate the ungranted Ferries in this Province.

Leave granted.

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

Mr. S. Earle, by leave, presented a Petition from Joseph Baxter and James Stark, two of the Commissioners for erecting a Bridge over the River Kennebecasis, near Sidney Baxter's, praying to be reimbursed expenses and damages incurred in defending a suit brought against them by Isaac Foshay, the Contractor for building the said Bridge; which he read.

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

Ordered, That Mr. S. Earle, Mr. Street, and Mr. End, do compose the said Committee.

Mr. S. Earle, by leave, presented a Petition from Elias S. Wetmore, John Barberie, and seventy seven others, inhabitants of the Parishes of Norton and Hampton, in Kings' County, praying that Joseph Baxter and James Stark, the Commissioners for building the Bridge over the Kennebecasis, may be reimbursed the expenses and damages in defending the Action instituted against them by Isaac Foshay, the Contractor for the said Bridge; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Botsford, by leave, presented a Petition from Philip Palmer, Charles F. Allison, Richard S. Bowser, Frederick Sears, and one hundred and fifteen others, Proprietors of Marsh Lands at Sackville, in the County of Westmorland, praying that an Act may pass authorizing the appointment of Commissioners of Sewers for that Parish; which he read.

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

Mr. Botsford moved for leave to bring in a Bill for the appointment of Commissioners of Sewers for the Parish of Sackville, in the County of Westmorland, and to divided the Marsh Lands in said Parish into several Bodies or Districts.

Leave granted.

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

Mr. Botsford, by leave, presented a Petition from Hugh Gallagher, of Sackville, in the County of Westmorland, Contractor for building the Truss work to a Bridge over the River Memramcook, setting forth that at the time the said Truss work was nearly completed, it was destroyed by a gale of wind, and again reconstructed by the Petitioner, and praying relief by reason of the loss sustained; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed for taking into consideration the sums required for the improvement of the Roads throughout the Province, to report thereon.

Mr. Brown moved for leave to bring in a Bill to incorporate Howard Division, Number One, Sons of Temperance of the Province of New Brunswick.

Leave granted.

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

Mr. Cranney, by leave, presented a Petition from Margaret M'Donald, praying compensation in consideration of having taught School in several parts of the County of Northumberland, for a period of twenty eight years; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Cranney moved for leave to bring in a Bill relating to the Fisheries in the County of Northumberland.

Leave granted.

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

The Honorable Mr. L. A. Wilmot, by leave, presented a Petition from Lydia Shepherd, Widow of the late Samuel Shepherd, an old Soldier of the Revolutionary War, setting forth that the Provincial Pension for two years was not drawn, in consequence

of not being informed of the Law, and praying that the same may be granted to her ; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

The Honorable Mr. Partelow, by leave, presented a Petition from the Commissioners of the Alms House and Work House for the City and County of Saint John, praying reimbursement of advances made towards the relief and support of sick, indigent and distressed Emigrants the past year ; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration claims for the support of Emigrant Poor, to report thereon.

The Honorable Mr. Partelow, by leave, presented a Petition from Thomas S. Wetmore, of the City of Saint John, Esquire, M. D., praying remuneration for vaccinating and attending Poor with Small Pox, at that place, during the past year ; which he read.

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

Mr. Smith, by leave, presented a Petition from Nicholas Keiver, William Ellemore, and Joseph A. Turner, Overseers of the Poor for the Parish of Harvey, in the County of Albert, praying that a Grant may pass towards the relief of certain poor and destitute Families in that Parish ; which he read.

Ordered, That the said Petition be received and referred to the Committee for taking into consideration claims for the support of Emigrant Poor, to report thereon.

Mr. Wark, by leave, presented a Petition from John Wheten, William Bowser, John Jardine, and ninety four others, inhabitants of the Parishes of Richibucto and Weldford, in the County of Kent, praying that a Grant may pass towards the erection of a Bridge over the Saint Nicholas River ; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed to take into consideration the sums required for the improvement of Roads throughout the Province, to report thereon.

Mr. Wark, by leave, presented a Petition from William McLeod and John W. Holderness, of Richibucto, in the County of Kent, Commissioners for the erection of the Bridge across the Richibucto River, praying compensation for their services ; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

Mr. Vail, by leave, presented a Petition from Henry A. Scovil, Philo M. Raymond, and one hundred and forty seven others, inhabitants of Kings' County, praying encouragement to the Agricultural Interests of the Province, by granting a Bounty on Grain raised on new Land ; which he read.

Ordered, That the said Petition be received and referred to the Committee on Agriculture to report thereon.

The Honorable Mr. Partelow, by leave, presented a Petition from Thomas W. Smith, of Saint John, Physician and Surgeon, praying that a Grant may pass for his professional services rendered, by direction of His Excellency Sir William Colebrooke, to Gough, Earle, and Kinney, Policemen on duty in Portland, on the night of the fourth December, 1847, when one of the said men was mortally, and the other two dangerously wounded, in resisting the attack of the Mob ; which he read.

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

The Honorable Mr. Partelow, by leave, presented a Petition from the President and Directors of the Saint John Water Company, praying relief ; which he read.

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

Mr. Porter moved for leave to bring in a Bill to establish the Road leading from Roix' Farm, on the Great Road from Saint George to Saint Andrews, to the Great Road between Fredericton and Saint Stephen, as one of the Great Roads.

Leave granted.

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

Mr. Woodward, by leave, presented a Petition from William H. Street, Henry Chubb, Benjamin L. Peters, Leveret H. Deveber, and fifty two others, of the City of Saint John, praying for an increase in the Representation of the said City, for the reasons set forth in the said Petition; which he read.

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

Mr. Taylor, by leave, presented a Petition from Joseph Pickard, a licenced Teacher, praying that the Provincial allowance may be granted to him for teaching a School in the Parish of Douglas, in the County of York, for a period of six months ending on the first day of June, 1848; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Taylor, by leave, presented a Petition from Simeon Porter, praying to be remunerated for teaching a School in the Parish of Douglas, in the County of York, for a period of one year ending on the tenth day of September, 1848; which he read.

Ordered, That the said Petition be received and referred to the same Committee to report thereon.

The Honorable Mr. Hazen moved for leave to bring in a Bill to increase the number of Representatives in the House of Assembly for the City of Saint John.

Leave granted.

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

Mr. Taylor, by leave, presented a Petition from Nicholas Wheeler, late Tide Waiter and Preventive Officer at Fredericton, in the County of York, praying to be remunerated for loss sustained by reason of his removal from said Office; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

On motion of Mr. Brown,

Resolved, That a Committee be appointed to take into consideration all Petitions and other applications made to this House during the present Session, for the more effectual suppression of Intemperance, and to report thereon by Bill or otherwise.

Ordered, That Mr. Brown, the Honorable Mr. L. A. Wilmot, Mr. Wark, Mr. J. Earle, and Mr. End, do compose the said Committee.

Mr. Hayward, by leave, presented a Petition from the Reverend J. M. Stirling, and John Hazen, Thomas O. Miles, Esquires, with eleven others, inhabitants of the County of Sunbury, praying that a Grant may pass, in aid of individual subscription, towards the completion of a Mechanics' Institute and Temperance Hall in the Parish of Maugerville, in the said County; which he read.

Ordered, That the said Petition be received and referred to the aforementioned Committee on Temperance to report thereon.

Mr. Taylor, by leave, presented a Petition from John Robinson, George Clements, Ross Currie, Edward Simonds, Moses Pickard, and three hundred others, Magistrates and inhabitants of the County of York, praying that certain amendments may be made in the Act incorporating the City of Fredericton; which he read.

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

The Honorable Mr. Hazen moved for leave to bring in a Bill to amend An Act to incorporate the New Brunswick Electric Telegraph Company.

Leave granted.

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

Mr. J. Earle, by leave, presented a Petition from John Ring, praying to be remunerated for having taught a School in the Parish of Hampton, in Kings' County, for a period of one year; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

The Honorable Mr. Hazen, by leave, presented a Petition from John Andrews, a Commuted Pensioner, praying for a grant of Land for the reasons in the said Petition set forth; which he read.

And

And upon the question, that the said Petition be received and ordered to lie on the Table, the House divided—

YEAS 12.

NAYS 14.

Whereupon it was decided in the negative.

Mr. J. Earle, by leave, presented a Petition from David Bates, a licenced Teacher, praying to be remunerated for having taught a School in the City of Saint John for a period of six months in the year 1846; which he read.

Ordered, That the said Petition be received and referred to the Committee on School Petitions to report thereon.

Mr. Connell, by leave, presented a Petition from Theodore Kearney, of the Parish of Wakefield, in the County of Carleton, praying pecuniary aid in consequence of a wound received by a pistol ball while in the discharge of his duty in the Militia, under the orders of the Magistrates, at the time of the Riots in Woodstock in July 1847; which he read.

Ordered, That the said Petition be received and referred to the Committee of Supply.

Mr. Wark moved for leave to bring in a Bill to consolidate and amend all the Laws now in force relating to sick and disabled Seamen in this Province.

Leave granted.

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

Mr. Steves moved for leave to bring in a Bill relating to Grammar Schools in the County of Albert.

Leave granted.

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

The Honorable Mr. Partelow, by leave, presented a Petition from James Williams and fifteen others, of the County of York; recommended by Asa Coy and Joseph Gaynor, Esquires, with twenty four others, praying for an amendment in the Militia Law; which he read.

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

Mr. Read, by leave, presented a Petition from John Woolner, of Bathurst, in the County of Gloucester, praying for a Bounty on the Tonnage of Vessels engaged by him in the Deep Sea Fishery, during the past year; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed to take into consideration all matters connected with the Fisheries of the Province, to report thereon.

Mr. Carman moved for leave to bring in a Bill relating to the appointment of Town or Parish Officers.

Leave granted.

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

Mr. Woodward, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of yesterday, praying that His Excellency would be pleased to cause certain Returns and Accounts of the Post Office for the years ending fifth January, 1848 and 1849, to be laid before the House, reported—That they had attended to that duty, and His Excellency was pleased to say, the wishes of the House, so far as was in his power, should be complied with.

The Honorable Mr. Fisher moved for leave to bring in a Bill to provide for the Representation of the City of Fredericton.

Leave granted.

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

Mr. Botsford, by leave, presented a Petition from Rufus Cole, Amos Barnes, and twenty one others, employed in the Coasting Trade in the Bay of Fundy, praying that a Light House may be erected on Cape Maranguin, in the said Bay; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed to take into consideration all matters relating to Light Houses, to report thereon.

The Honorable Mr. Fisher, by leave, presented a Petition from Israel Smith, Henry Fisher, Joseph Horncastle, and fifty eight others, inhabitants of the New Maryland and Rushagonis Settlements, in the Parish of Fredericton, in the County of York, praying that all that part thereof beyond the City bounds, may be erected into a separate Parish; which he read.

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

Mr. End moved for leave to bring in a Bill to authorize the erection of a Lock-up House at Shippegan, in the County of Gloucester.

Leave granted.

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

On motion of Mr. Street,

Resolved, That a Select Committee be appointed, to whom shall be referred the Petition presented to this House relative to the Leper Establishment on Sheldrake Island, in the County of Northumberland; together with all other Documents and Papers laid or that may be laid before this House relative to the unfortunate people afflicted with Leprosy, to report thereon by Bill or otherwise.

Ordered, That Mr. Street, Mr. Carman, Mr. End, Mr. Thomson, and Mr. Wilson, do compose the said Committee.

Mr. End, by leave, presented a Petition from Her Majesty's Justices of the Peace for the County of Gloucester, in General Sessions assembled, praying that the necessity of erecting a Bridge over the Nipisiguit River, at Bathurst, may be taken into favourable consideration; which he read.

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

Mr. Street, by leave, presented a Petition from Martin Cranney, Esquire, of Miramichi, Merchant, praying for a return of Duties on Flour and Pork imported by him from Canada during the last year; which he read.

Ordered, That the said Petition be received and referred to the Committee of Trade to report thereon.

Mr. S. Earle, by leave, presented a Petition from William C. Snow and Sons, of Hampton, in Kings' County, praying aid to enable them to continue their Cloth Manufactory at that place; which he read.

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

The House adjourned until to-morrow at 12 o'clock at noon.

Wednesday, 14th February, 1849.

Prayers.

Read a second time the following Bills, viz:—

A Bill to declare and establish Sheriff Street, in the Parish of Portland, in the County of Saint John, a Public Highway:

A Bill to facilitate the negotiation of a Loan by the Mayor, Aldermen and Commonalty of the City of Saint John, to pay off the Debt now owing by the said Corporation:

A Bill to repeal an Act, intituled "An Act further to facilitate the means of supplying the City of Saint John with Water, and for the more effectual prevention and extinguishment of Fires within the said City:"

A Bill in further amendment of the Charter of the City of Saint John:

A Bill for more effectually improving the Highways and Streets in the Parish of Portland, County of Saint John:

A Bill to incorporate the Carleton Mechanic Ship Building and Navigation Company:

A Bill to incorporate the Saint John and Shediac Railway Company:

A Bill in amendment of an Act, intituled "An Act to provide for the Incorporation of certain Presbyterian Churches in the Province not in connexion with the Established Church of Scotland:"

A Bill to authorize the issue of Scrip, on the faith and credit of the Province, to be employed towards the building and completing the Rail Road from Saint Andrews to Woodstock:

A Bill in amendment of an Act, intituled "An Act relating to Wrecked Property:"
 A Bill to authorize the Mayor, Aldermen and Commonalty of the City of Saint John, to purchase or lease a Lot of Land for the purpose of enlarging the Country Market fronting on Charlotte Street, in the said City:

A Bill to amend an Act to prevent the importation and spreading of Infectious Distempers in the City of Saint John:

A Bill to establish a Table of Fees to be paid to Justices of the Peace in certain cases:

A Bill to incorporate "Howard Division, Number One, Sons of Temperance, of the Province of New Brunswick:"

A Bill relating to the Fisheries in the County of Northumberland:

A Bill to increase the Capital Stock of the Saint John Water Company, and to provide for a more efficient supply of Water in the City of Saint John:

A Bill in addition to an Act to regulate the ungranted Ferries in this Province:

A Bill for the appointment of Commissioners of Sewers for the Parish of Sackville, in the County of Westmorland, and to divide the Marsh Lands in said Parish into several Bodies or Districts:

A Bill to establish the Road leading from Roix' Farm, on the Great Road from Saint George to Saint Andrews, to the Great Road between Fredericton and Saint Stephen, as one of the Great Roads of Communication:

A Bill to increase the number of Representatives in the House of Assembly for the City of Saint John:

A Bill to amend an Act to incorporate the New Brunswick Electric Telegraph Company:

A Bill to consolidate and amend all the Laws now in force relating to sick and disabled Seamen in this Province:

A Bill relating to Grammar Schools in the County of Albert:

A Bill relating to the appointment of Town or Parish Officers:

A Bill to provide for the Representation of the City of Fredericton: and

A Bill to authorize the erection of a Lock-up House at Shippegan, in the County of Gloucester.

According to the Order of the Day, the amendment made by the Legislative Council to—The Bill to legalize the conveyance of Water to Turner's Grist Mill, in the Parish of Saint Patrick, in the County of Charlotte,—was read a third time.

Resolved, That the House do concur therein.

Ordered, That Mr. Boyd do return the Bill, with the amendment, to the Council, and acquaint them therewith,

On motion of Mr. R. D. Wilmot,

Resolved, That a Committee be appointed, to whom shall be referred all matters which may be brought before this House connected with the encouragement of Manufactures in this Province.

Ordered, That Mr. R. D. Wilmot, Mr. Botsford, Mr. Woodward, Mr. End, and Mr. S. Earle, do compose the said Committee.

On motion of Mr. Smith,

The House went into Committee of the whole on a Bill to establish the Road leading from Isaac Derry's, in the Parish of Harvey, to the Post Office, thence to Point Wolf River, in the County of Albert, as one of the Great Roads of Communication in this Province.

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 motion of Mr. Baillie,

The House went into Committee of the whole on a Bill to incorporate the Fredericton Mutual Insurance Company.

Mr. Vail 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 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. Thomson,

The House went into Committee of the whole on a Bill to establish the Road leading from Lower Trout Brook Bridge, on the Great Road between Saint Andrews and Fredericton, to the Town of Saint George, as one of the Great Roads of Communication.

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 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—

YEAS 12.

NAYS 8.

Whereupon it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed for three months.

On motion of Mr. Barberie,

The House went into Committee of the whole on a Bill to authorize the Justices of the Peace for the County of Restigouche to levy an assessment to pay off the County Debt.

Mr. R. D. Wilmot 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. Partelow, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Report from the Honorable Thomas Baillie, Surveyor General, in reference to the state of the Crown Lands, accompanied by a Plan; shewing the ungranted and cultivated Lands in the Province.

This Report being read at the Clerk's Table, is as follows:—

STATE OF CROWN LANDS.

Surveyor General's Office, 7th February, 1849.

MAY IT PLEASE YOUR EXCELLENCY,

In November 1847, I was called upon by His Excellency Sir William Colebrooke, to submit to him a Report on the state of the Crown Lands of this Province; which Report was laid before the Honorable the House of Assembly on the 25th January, 1848, and with that document I believe Your Excellency is already acquainted.

As the time however appears to have arrived when the voice of those will be heard who desire to promote the Agricultural Interests of the Province, and render it less dependent on Foreign Countries for Bread Stuffs, I trust I may be excused, if, in submitting to Your Excellency this Report of the transactions of the Land Department during the past year, I shall exhibit some statistics connected with the improvement and permanent settlement of the Province; and should my remarks be considered as scarcely belonging to me officially, I have to crave Your Excellency's indulgence, and if it be a fault, that it may be attributed to the love I bear the Province, and not to any attempt impertinently to interfere in matters which do not strictly appertain to my office.

The transactions of this Department may be classed under three heads, viz:—Lands, Timber, and Minerals.

The number of Petitions received for the purchase of Land from 1st January, 1848, to 1st January, 1849, is 969, which on an average of 100 acres each, would comprise 96,900 acres. Of this number 838 have required to be surveyed at the expense of the applicant, of which 510 are not yet returned as surveyed, and consequently no further action has been had upon them. The total number of acres which have been surveyed within the year is 31,350, at a cost to the applicants of £831, averaging about 6½d. an acre, or £2 14 2 per lot of one hundred acres, a sum far exceeding that for which the same work could be performed by the Government under a systematic arrangement of Survey.

Having

Having so frequently entered my protest against the present mode of allowing every person to cause a survey to be made of Crown Lands in any shape and in any position he may see fit, upon which, in too many cases, no money is paid into the Revenue, I have nothing more to urge at the present moment beyond the assertion, that the man does not live on the face of the earth who can correctly compile those surveys; and the truth of this will one day appear.

The whole quantity of Land purchased during the year 1848 amounted to 26,761½ acres, of which, 14,777 acres have been paid for in full; and upon which £1,789 19 3 have been received; leaving 11,984½ acres which have been sold under the Instalment system, and upon which £473 3 4 have been received.

I feel it my duty at this place to state that no less a sum than £22,531 13 3 appears by the books of my Office, to be still due upon previous Land transactions, but many of the original purchasers (I have reason to believe,) have abandoned the land and left the country, and yet their names still remain on the Books and Plans of this Office as having a claim to the land in question. The area covered by their claims cannot be less than 150,000 acres.

In addition to the above quantity of Land, most of which is held in breach of the conditions of purchase, I have to Report, that from Returns made to me, I estimate that no less than 1,600 heads of families have taken unauthorized possession of Crown Lands, comprising an extent of 168,000 acres, which at 3s. per acre, may be reckoned at £25,290.

These two items therefore present the sum of £48,121 upon which but little interest is paid, and only a small portion of the principal to all appearance will ever reach the Provincial Chest.

I am far from wishing to deal harshly with actual Settlers upon the waste lands of the Crown, and I would cheerfully bestow fifty acres upon every man who is or should be willing to become an actual and permanent Settler; but while I would extend this consideration to the bona fide Settler, I cannot think that it is dealing fairly with the man who purchases and pays the whole amount down, agreeably to the Government Regulations of May 1843, to allow unauthorized possession of any extent of the Crown Lands; because it is in fact lowering the value of the Land to him who bought and paid for it according to Regulations, to permit its gratuitous occupation by another who sets laws and regulations at defiance. It is, I am aware, a difficult question to deal with, but it is equally certain that the longer its settlement is delayed, the more embarrassing will it become.

The great impediment to the due administration and management of the Crown Estate for some years past has appeared to me to have been the dread of incurring expense, because, however judicious the expenditure may be, objections are easily raised, and the measure is condemned before its results could possibly be ascertained; hence, the reluctance of the Executive Government to embark in any general and extensive measures for the amelioration of the Province, as connected with its Wild Lands, and the settlement of the Wilderness, is attributable to the labour of the Squatters; and those few Settlers who are honest enough to pay for the land they have purchased and occupied.

It may be considered as a fact, that this Province presents eight millions of acres of vacant Crown Lands, of unexceptionable quality, fit for Agricultural purposes; and the question has to be determined whether this valuable estate shall be thrown open to improvement by a judicious expenditure of the Public Money in Roads and Surveys through the most eligible tracts, so as to connect distant settlements, and encourage the occupation of the intervening spaces, or whether the mere Squatter shall be permitted to continue, in point of fact, the chief engineer of the Province, for it is undeniable that wherever these poor people settle there the Bye Road Money soon finds its way.

It is right that the poor man should receive all the assistance that the Public Funds are able to afford in improving that home in the wilderness in which he must suffer so many bitter privations; but while the Crown Estate has been given up to meet the expenses of the Civil List, the public at large have a right to demand that those resources should be duly cared for, judiciously developed, and fairly administered for the general good.

It has ever appeared to me to be unreasonable to suppose that a vast estate, comprising an area equal to that of Ireland, can possibly be advantageously and properly managed without the annual expenditure of a considerable sum of money; and experience has shewn that when the expenditure was the greatest, the Revenue was also in the same proportion.

That the Province is worthy and capable of great improvement, will not, I trust, be disputed, and that being conceded, it becomes a duty to enquire how those improvements can be most beneficially and economically effected.

I have always been of opinion that the first step in the improvement of a Wilderness Country should be the construction of Roads from one Town to another, or from one Settlement to another, as nearly in a right line as possible, having regard to the quality of the Land through which the Road should pass. With the view of acquiring all the information in my power, to enable the Executive Government to deal with the question, I addressed the accompanying Circular Letter to many of my Deputies, requesting information on the subject; and herewith I have the honor to append the fund of information I have received, accompanied by a Map, more clearly to set forth and elucidate their views.

I am fully aware of the difficulties which have ever presented themselves in endeavouring to improve the Country by any regular and systematic outlay of Public Money, the beneficial results of which may be deemed remote. Yet, it appears to me, that a valuable and extensive tract of Land, lying between Boies Town and Dalhousie, and between the Grand Falls and Newcastle, must remain an uninhabited Wilderness for ages, unless aided by some such means. The distance from

the Grand Falls to Newcastle may be estimated at 120 miles, and a Road could be opened from one point to the other, for about £125 per mile, or £15,000 for the whole distance. By connecting these two important sections of the Country, a healthy stimulus would be given to both, and the increased value of the Land would soon repay the cost. But if only £5,000 were expended, and persons taking up land on the Road should be permitted to pay for the same by work upon the Road, allowing every alternate Lot to be reserved for sale by cash payments, I cannot but think that the Road could be so constructed, and the adjoining Land be so improved, as really in a few years to leave a balance in favour of the undertaking.

The importance of connecting the upper part of this Province with Miramichi, would also, I think, be apparent, and productive of much good.

It may not be out of place here to state my opinion, that the low price of the Crown Lands, instead of tending to settle the Country, is really productive of a very opposite effect, so far as inducing Emigrants of any capital to proceed to New Brunswick. Little is known of this Province in Britain beyond the fact of its exporting large quantities of Timber, and having to depend almost entirely for its bread stuffs upon a foreign country. It can therefore be scarcely expected that any of the surplus Agricultural population, possessing any capital, should resort hither. We have no Agents in any of the Shipping Ports, or elsewhere, to explain to the people that we have millions of acres of excellent land in a healthy climate, open for their exertions.

It would almost appear that we require no addition to our Agricultural wealth, and that our prosperity is insured so long as the Lumber Merchant can keep his British creditor contented, by shipments of Timber and Deals. To whatever extent the Province may in years past have benefited, (and I fully admit that benefit has accrued to a certain extent,) yet to make that trade our sole dependence, is in my humble opinion, folly in the extreme. It is with the view therefore of enabling the Executive Government to develop the Agricultural resources of the Province, that I have so far ventured to dilate upon the capabilities of New Brunswick.

As I before observed, we have eight millions of acres of good Land to be turned to account. The question would naturally present itself, How are we to raise funds to improve this domain? I should say that there could be no difficulty in raising one or two hundred thousand pounds upon security of this very Estate, and by the judicious expenditure of that money, the value of the whole could be so increased as to enable the Province to repay the debt and interest.

The Timber Licences for the past year, and which will expire on 1st May next, cover an area of 2,157 square miles, at an average rate of 16s. 8½d. per mile, producing to the end of the year £1,992 8s. The highest rate paid for any one lot was £20 1s. per square mile, being a Licence for nine square miles, situate on the left bank of the River Saint Croix, about 25 miles above Saint Stephen. The quantity of Land under Licence in 1847, was 5,360 square miles, which produced the sum of £3,585 7 9, the highest price paid per square mile being £5, the whole quantity averaging only 10s. 5½d. per square mile. By the above Your Excellency will perceive that the system of Auction has this past year produced some beneficial results, having increased the rate from 10s. to 16s. 8½d. per square mile, although only 68 lots were contested.

The Export Duty Act, intended to alleviate all the evils under which the Province suffered, has, to a great extent, proved highly injurious to the Trade. The Auction system in previous years has only been so in name, as the cases are rare where the Revenue has derived any benefit therefrom; and as in the performance of my official duty, I never could reconcile it to my ideas of common sense, that 640 acres of well Timbered Land should be permitted to be worked over for twelve months for 10s., so I have always considered that a most pernicious stimulant was thereby given to the speculator in the Lumber Trade. The simple question may be asked, would any man in his senses so dispose of his private property, and if not, why should the Public Lands be so dealt with? The Lumber Trade should not be the only branch of industry receiving such protection, which, in practice, has proved injurious by enticing into the woods a larger amount of men and money than the Market could possibly remunerate.

I pray Your Excellency's pardon for these remarks, which, perhaps, may be considered as inconsistent with the subordinate duties required of a Surveyor General, but I wish to raise my humble voice, now that the opportunity offers, of correcting the evil; for past experience has convinced me, that should such an improvement take place in the Lumber Market at Home as would present the least prospect of profit, vast numbers of persons would again rush into the woods, in the vain hope of recovering what they had lost. Again the Market would be overstocked; and again the same results would occur.

Independent of the prejudicial effects of the Export Duty Act, it is unjust in its operation, for whatever may be the intrinsic value of the commodity, the duty is the same. If therefore the Export Duty is still to continue, I cannot but hope that some more equitable scale may be established; for while the large Square Timber could well bear a much higher rate, the Deals can hardly pay even six pence per thousand superficial feet of one inch thick.

Numerous objections have been raised against the manner in which the Crown Estate was managed previous to the year 1837. A reference to the accompanying Statement of Receipts for the last twenty years, will at least show that the Revenue for the first nine years, viz: from 1st January, 1829, to 31st December, 1837, amounted to £203,719, while that derived from the same source for the eleven subsequent years, has only reached the sum of £145,357.

The Mining transactions of this Department may be stated to be twenty three Leases now extant, viz:—One in Gloucester, four in Carleton, two in York, two in Sunbury, six in Queens', one in Northumberland, two in Kent, one in Saint John, one in Westmorland, one in Albert, and two in Charlotte. The whole have realized the sum of £365 10s. Two rights only were sold during the last year, one for £35 and the other for £5. All these Leases are held subject to the Regulations which existed at the several periods when they were taken out.

I believe the Province of New Brunswick possesses vast wealth in her Minerals, and that in the course of several years, a large Revenue will be derivable from that source. Coal and Iron of the best quality, as also Plumbago, Salt and Silver, have already been discovered, and only require the application of capital to work them to advantage. But I respectfully state my opinion, that for the next fifteen or twenty years, the utmost liberality should be extended to those who are willing to commence such enterprises; and I cannot conceal my belief that if the owners of all granted Lands in the Province were allowed five years in which to make discovery of any Minerals within their respective Grants, and permitted the right or pre-emption of taking out a Lease for one hundred years upon certain conditions, that it would prove highly beneficial to the Province, and be received as a boon by the grantees of the Crown; as serious complaints are made by these people that the Crown should lease the Minerals of their Land, not considering that this right of the Crown is expressly reserved in the Grants under which their titles are derived.

Although the Revenue collected for the past year does not equal that of former periods, yet the whole result of the proceeds of the Casual and Territorial Revenues from 1837 to the end of 1847, I am happy to say leaves the Province nothing to complain of, but really exhibits a balance in favor of the Province after the payment of the Civil List, as will appear by the annexed Statement taken from authentic documents; neither can I entertain the slightest doubt that, under proper management, the Territorial Revenue of the Province would be far more than equivalent to the sum granted for the Civil List.

Herewith also I have the honor to transmit the detailed Accounts of this Department for the past year, which I trust will prove satisfactory.

I have the honor to be

Your Excellency's most obedient humble servant,

THOS. BAILLIE, *Sur. Gen.*

His Excellency Sir Edmund W. Head, Bart.
Lieutenant Governor, &c. &c. &c.

[See Accounts in Appendix.]

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

Report from George P. Peters, Esquire, M. D., Superintendent of the Provincial Lunatic Asylum, for the year 1848.

[See Appendix.]

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

Thursday, 15th February, 1849.

Prayers.

Read a third time as engrossed,

A Bill to establish the Road leading from Isaac Derry's, in the Parish of Harvey, to the Post Office, thence to Point Wolf River, in the County of Albert, as one of the Great Roads of Communication in this Province.

Resolved, That the Bill do pass.

Ordered, That 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 County of Restigouche to levy an assessment to pay off the County Debt.

Resolved, That the Bill do pass.

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

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

Returns from the Custom House Department at Saint Andrews for the year 1848.

[See Appendix.]

Report

Report from Commissioners appointed at the last Session to examine as to Site for a Breakwater at West Quaco Head Harbour, accompanied by a Plan of the Survey.

[See Appendix.]

Report from Commissioners of Light Houses in the Bay of Fundy for the year 1848.

[See Appendix.]

Report from George P. Peters, Esquire, M. D., Provincial Vaccine Surgeon at Saint John, for the year 1848.

[See Appendix.]

Report from James Boyd, Esquire, Acting Emigration Officer at Saint Andrews, in reference to the state of the Establishment at that place.

[See Appendix.]

The following Reports from Supervisors and Commissioners, relative to the Road Service, viz:—

Bridge over the Arestook—James Ketchum, and Thomas Pickard, Junior, Commissioners :

Bridge over the South West Branch of the Miramichi—Alexander Goodfellow, Commissioner :

Road from Fredericton to Woodstock—Alexander Goodfellow, Supervisor :

Road from Chatham to Richibucto—David Crocker, Supervisor :

Road from Newcastle to Restigouche—David Crocker, Supervisor :

Road from Saint John to Hayward's Mills, Quaco, and Head of Bellisle—Robert S. Matthew, Supervisor :

Roads from Hayward's Mills to Nova Scotia Line—Bliss Botsford, Supervisor :

Road from Saint John to Saint Andrews—George Anderson, Supervisor :

Roads in the County of Charlotte under the Supervision of William H. Mowat.

[See Appendix.]

Return from the New Brunswick Baptist Education Society from July 1847, to June 1848 :

Application from Joseph Burt, Master of the schooner Saint Peter, of Quebec, for return of Duties paid by him at Richibucto on the nineteenth day of October, 1848 :

Petition of Thomas Robson, praying the consideration of the House by reason of his having constructed Machinery for Fog Bells on a new principle :

Petition from Settlers at Black River, in the Parish of Simonds, in the County of Saint John, for aid towards the erection of Oat Mills :

Account from Doctor Edwin Bayard for Medicine and attendance on Emigrants at Saint Andrews.

On motion of Mr. Carman,

Resolved, That the Petition of the Honorable Joseph Cunard and others, Merchants and Inhabitants of Miramichi, praying that an alteration be made in the Act incorporating the British North American Electro-Magnetic Telegraph Association, to enable a Line to be carried from that place direct to the Bend of Petitcodiac, which was presented to the House on the second day of February instant, and ordered to lie on the Table, be now referred to the Committee appointed on the thirteenth day of the same month to take under consideration a Petition from Frederick N. Gisborne, Esquire, on behalf of the said Association, presented to the House on the same day, to report thereon.

Mr. R. D. Wilmot, by leave, presented a Petition from George Bond, Josiah Wetmore, William Olive, Samuel Strange, Esquires, and two hundred and fifty eight others, Freeman and Freeholders of the City of Saint John, residing in Guy's and Brook's Ward, in Carleton, praying that a Bill, now before the House, to facilitate the raising of a Loan for the payment of the City Debt, may not pass into a Law; which he read.

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

Mr.

Mr. R. D. Wilmot, by leave, presented a Petition from George Bond, Josiah Wetmore, William Olive, Samuel Strange, Esquires, and one hundred and twenty three Freemen and Freeholders of the City of Saint John, residing in Carleton, in the said City, praying that the Bill now before the House, for altering and amending the City Charter, may not pass into a Law with its present provisions; which he read.

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

On motion of Mr. End,

The House went into Committee of the whole on a Bill relating to legal remedies against Supervisors and Commissioners of Roads in the 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, 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.

The Hon. Mr. Hanington,	Mr. Jordan,
The Hon. Mr. Partelow,	Connell,
The Hon. Mr. Hazen,	Steves,
Mr. Woodward,	Montgomery,
J. Earle,	Taylor,
S. Earle,	M ^c Leod,
Wilson,	Wark,
Boisford,	Carman,
Ritchie,	Smith.
R. D. Wilmot,	

Mr. End,
Read,
Baillie,
Gilbert,
Thomson,
Brown,
Porter,
Boyd,
Cranney,
Landry.

Wherenpon it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed for three months.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House that the Council had agreed to the following Bills, viz:—

The Bill to authorize Her Majesty's Justices of the Peace for the County of York to levy an assessment to pay off the County Debt:

The Bill relating to Salt Mines in this Province:

The Bill to alter and amend an Act, intituled "An Act to provide for the collection of County and Parish Rates:" and

The Bill to authorize an assessment upon the Parish of Portland, in the City and County of Saint John, for lighting a part of the said Parish with Gas;

Without making any amendments thereto.

On motion of the Honorable Mr. Hazen,

The House went into Committee of the whole on a Bill to authorize the Mayor, Aldermen and Commonalty of the City of Saint John to purchase or lease a Lot of Land for the purpose of enlarging the Country Market fronting on Charlotte Street, in the said City.

Mr. Steves 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. Hazen,

The House went into Committee of the whole on a Bill to amend an Act to prevent the importation and spreading of Infectious Distempers in the City of Saint John.

Mr. Cranney 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 said Bill, under the Title of—

A Bill to amend an Act for the establishment and regulation of Boards of Health in the several Counties of this Province.

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

On motion of the Honorable Mr. Partelow,

That the House proceed to the Order of the Day of the twelfth day of February instant, to go into Committee of the whole in consideration of Supplies to be granted for the Public Service—

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 matters referred to them under their consideration, had passed a number of Resolutions; and he having read the same, handed them in at the Clerk's Table, where they were again read, and are as follow :—

Resolved, That there be granted

To the Chaplain of the Legislative Council in General Assembly the sum of £20.

To the Chaplain of the House of Assembly the sum of £20.

To the Sergeant at Arms attending the Legislative Council in General Assembly the sum of 15s. per diem during the present Session.

To the Sergeant at Arms attending the House of Assembly the sum of 15s. per diem during the present Session.

To the Clerk of the Legislative Council in General Assembly the sum of £200 in full for his services during the present Session.

To the Clerk of the House of Assembly the sum of £200 in full for his services during the present Session.

To the Clerk Assistant of the Legislative Council in General Assembly the sum of £100 in full for his services during the present Session.

To the Clerk Assistant of the House of Assembly the sum of £100 in full for his services during the present Session.

To the Doorkeepers attending the Legislative Council and Assembly the sum of 10s. each per diem during the present Session.

To the Messengers attending the Legislative Council and Assembly the sum of 7s. 6d. each per diem during the present Session.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £10,000 towards the encouragement of Parish Schools, agreeably to a Law of this Province.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, a sum not exceeding £100 to be applied in rewarding persons for apprehending Deserters from Her Majesty's Land Forces within this Province; provided that no greater sum than £5 be paid for the apprehension of any one Deserter.

To the Librarian of the Legislative Library the sum of £75 for his services to the end of the present Session.

To the Master in Chancery, appointed to carry Messages from the Legislative Council to the House of Assembly, the sum of £40 for his services during the present Session.

To the Commissioners of Light Houses in the Bay of Fundy the following sums to pay for services for the year 1849, viz :—

To the Keeper of the Light House on Gannet Rock, and his Assistants, £210 :

To the Keeper of the Light House on Thrum Cap, Quaco, £110 ; and an additional sum of £36 to enable him to pay an Assistant :

To the Keeper of the Light House on Point LeProe, £85 :

To the Keeper of the Light House on Partridge Island, £85 :

To the Keeper of the Light House on Campo Bello, £100 :

To the Keeper of the Beacon Light, £85 :

To the Keeper of the Light House on Machias Seal Island, £130; and an additional sum of £36 to enable him to pay an Assistant :

To the Keeper of the Light House in the Harbour of Saint Andrews, £40 :

To the Keeper of the Light House on Cape Enrage, £85.

To the Commissioners of the Light Houses in the Gulf of Saint Lawrence the sum of £85 to provide for the Salary of a Keeper for the year 1849, at the Light House on Point Escuminac.

And the Chairman further reported, that he was directed to ask for leave to sit again.

Ordered, That the Report be accepted, the Resolutions engrossed, and leave to sit again granted.

The Honorable Mr. Hazen moved for leave to bring in a Bill to prevent arrests of the Person in certain cases.

Leave granted.

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

The Honorable Mr. Fisher moved for leave to bring in a Bill to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes.

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, 16th February, 1849.

Prayers.

Read a second time—

A Bill to prevent arrests of the Person in certain cases: and

A Bill to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes.

Read a third time as engrossed,

A Bill to amend an Act for the establishment and regulation of Boards of Health in the several Counties of this Province.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill to authorize the Mayor, Aldermen and Commonalty of the City of Saint John to purchase or lease a Lot of Land for the purpose of enlarging the Country Market fronting on Charlotte Street, in the said City.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Hazen also take this Bill to the Council and desire their concurrence thereto.

Read as engrossed,

The Resolutions of Appropriation made and passed in Supply yesterday the fifteenth day of February instant.

Ordered, That Mr. Hayward do take the said Resolutions to the Council, and desire their concurrence thereto.

On motion of Mr. Cranney,

Resolved, That the House do now go into Committee of the whole on a Bill relating to the Fisheries in the County of Northumberland.

To which Mr. Carman moved as an amendment—To expunge the word “now,” and substitute the words “this day three months.”

And upon the question, it was carried in the affirmative, and the further consideration of the said Bill accordingly postponed for three months.

On motion of Mr. Porter,

The House went into Committee of the whole on a Bill to establish the Road leading from Roix' Farm, on the Great Road from Saint George to Saint Andrews, to the Great

Great Road between Fredericton and Saint Stephen, as one of the Great Roads of Communication.

Mr. Hayward 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. J. Earle,

The House went into Committee of the whole on a Bill in addition to an Act to regulate the ungranted Ferries in this Province.

Mr. Brown 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. Boyd,

The House went into Committee of the whole on a Bill to authorize the issue of Scrip, on the faith and credit of the Province, to be employed towards the building and completing the Rail Road from Saint Andrews to Woodstock.

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.

The Honorable Mr. L. A. Wilmot moved for leave to bring in a Bill to authorize the commutation of Debts due the Crown by Sureties in certain cases for work on the Public Roads.

Leave granted.

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

On motion of the Honorable Mr. Hazen,

The House went into Committee of the whole on a Bill to provide for the management of the Provincial Lunatic Asylum.

Mr. Taylor 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.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House that the Council had agreed to

The Bill to amend an Act, intituled "An Act for establishing and maintaining a Police Force in the Parish of Portland, in the City and County of Saint John:" and

The Bill to empower the Rector, Church Wardens and Vestry of Saint John Church, in the Parish of Burton, in the County of Sunbury, to dispose of Lots in the New Burial Ground in the said Parish;

Without making any amendments thereto.

Mr. End, from the Committee appointed on the thirteenth day of February instant, to take into consideration a Petition from Frederick N. Gisborne, Esquire, on behalf of the New Brunswick Telegraph Association, praying for an amendment in their Act of Incorporation, and to which Committee was referred a Petition from the Honorable Joseph Cunard and others, upon the same subject, 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 which was referred the Petition of Frederick N. Gisborne, Agent of the Electro-Magnetic Telegraph Association, and also the Petition of Joseph Cunard, Henry B. Allison, James Johnson, and one hundred and forty four others, praying

praying that an alteration may be made in the Act incorporating the British North American Electro-Magnetic Telegraph Association, Report—

“That in the opinion of your Committee, a Line of Communication on the route directed by the Act now in force, would immediately be found to be of incalculable advantage, not merely as connecting the termini, but as affording a rapid and cheap mode of Communication between the remote parts of the Province and the Seat of Government, a communication at present comparatively slow, and often, according to the exigency of the occasion, extremely expensive.

“Your Committee are not in possession of statistical information sufficient to justify any expression of their opinion, as to whether the communication between Halifax and Quebec would prove remunerative to the Stockholders, but they do not doubt that the intermediate, if properly managed, would immediately become a paying Line; and it is in this view of the case that your Committee can discover the reason why the whole Line has not long since been put in operation—mercantile depression in this Province having flattened the purchase of Stock, and thrown the burden on Canada and Nova Scotia.

“Your Committee cannot entertain a hope of the immediate establishment of the Line, unless some public aid be extended, which, under the present circumstances of the Province, your Committee are most reluctant in recommending. Under a conviction, however, of the remunerative character of the undertaking, and as the Province is already pledged to a free gift of £2,500, from which the Provincial Treasury will receive no direct return; and moreover, as an expenditure, in this Province, of a sum exceeding £7000 must necessarily attend the completion of the Line, to be disbursed principally among the working classes, your Committee recommend that the Province shall take Stock to the amount of £5000, to be paid for in Debentures bearing interest, on the Corporation relinquishing their claim for the bonus of £2,500, guaranteeing that the whole Line shall be placed in perfect working condition within twelve months from the time, and that the Posts to be erected from Saint John to the Bend, shall be suited for a second line of Wires.

“Respectfully submitted.

“W. END, *Chairman*.
THOS. BAILLIE,
ROBT. D. WILMOT.

“Committee Room, 16th February, 1849.”

Ordered, That the Report be accepted; and

On motion of Mr. End,

The House went into Committee of the whole on the said Report.

Mr. Hayward 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*, As the opinion of this Committee, That the Act to incorporate the British North American Electro-Magnetic Telegraph Association should be so amended as to enable the Company to construct a Line in the most direct route, through this Province, from Canada to the Nova Scotia Line.”

Ordered, That the Report be accepted, and the Resolution, as reported by the Committee, adopted by the House.

On motion of Mr. Steves,

The House went into Committee of the whole on a Bill relating to Grammar Schools in the County of Albert.

Mr. Connell 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. L. A. Wilmot,

The House went into Committee of the whole on a Bill to incorporate the Trustees of the Wesleyan Academy at Mount Allison, Sackville.

Mr. Ritchie 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. Partelow,

Ordered, That the House do on Tuesday next the twentieth day of February instant, resolve itself into Committee of the whole in consideration of Ways and Means of raising a Revenue in the Province.

The Honorable Mr. Partelow moved for leave to bring in a Bill further to continue an Act to provide for the prompt payment of all demands upon the Provincial Treasury.

Leave granted.

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

The Honorable Mr. Partelow moved for leave to bring in a Bill to continue the Act to provide for the payment of Interest on Warrants.

Leave granted.

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

On motion of Mr. Steves,

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, Returns from the Clerk of the Pleas, shewing the amount of all Fees payable to the Treasury by Act VI Victoria, Chapter 26, due at his Office on the first day of Hilary Term in each year from 1843 to 1848, inclusive, with the names of the parties from whom the same may be due; also, shewing the amount of such Fees, if any, in the hands of such persons, and unpaid on the first day of Hilary Term in this present year.

Ordered, That Mr. Steves, Mr. R. D. Wilmot, and Mr. Read, be a Committee to wait upon His Excellency with the Address.

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

Saturday, 17th February, 1849.

Prayers.

Read a second time the following Bills, viz:—

A Bill to authorize the commutation of Debts due the Crown by Sureties in certain cases for work on the Public Roads:

A Bill further to continue an Act to provide for the prompt payment of all demands upon the Provincial Treasury: and

A Bill to continue the Act to provide for the payment of Interest on Warrants.

The Honorable Mr. Speaker laid before the House, the third Volume of Kerr's Reports of the Decisions of the Supreme Court, presented to the House by David S. Kerr, Esquire, Barrister at Law, for the Legislative Library.

Read a third time as engrossed,

A Bill to establish the Road leading from Roix' Farm, on the Great Road from Saint George to Saint Andrews, to the Great Road between Fredericton and Saint Stephen, as one of the Great Roads of Communication.

Resolved, That the Bill do pass.

Ordered, That Mr. Porter 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 to regulate the ungranted Ferries in this Province.

Resolved, That the Bill do pass.

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

Read

Read a third time as engrossed,
A Bill to provide for the management of the Provincial Lunatic Asylum.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,
A Bill relating to Grammar Schools in the County of Albert.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill to incorporate the Trustees of the Wesleyan Academy at Mount Allison, Sackville.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. L. A. Wilmot 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 improvement of the Navigation of the River Saint John.

Leave granted.

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

On motion of Mr. Jordan,

Resolved, That the Report from the Commissioners for ascertaining the practicability of forming a Breakwater at West Quaco Head, together with the Plan accompanying it, which were laid before the House on the fifteenth day of February instant, by command of His Excellency the Lieutenant Governor, be referred to the Committee of Trade, to report thereon.

On motion of Mr. Woodward,

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, at as early a day as convenient, an Account shewing the amount and value of the Real and Personal Property in all the Counties and Parishes in this Province assessed for County and Parish Rates, for three years, terminating with the last Returns made to the different Clerks of the Peace in the several Counties.

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

YEAS 9.

NAYS 10.

And it was thereupon decided in the negative.

On motion of the Honorable Mr. Partelow,

Resolved, That a Select Committee be appointed to take into consideration the Petition from the President and Directors of the Saint John Water Company, praying relief, which was presented to the House on Tuesday the thirteenth day of February instant, and ordered to lie on the Table, to report thereon by Bill or otherwise.

Ordered, That Mr. Ritchie, Mr. Carman, Mr. Brown, Mr. Barberie, and Mr. Fisher, do compose the said Committee.

On motion of the Honorable Mr. Hazen,

The House went into Committee of the whole on a Bill to facilitate the negotiation of a Loan by the Mayor, Aldermen and Commonalty of the City of Saint John, to pay off the Debt now owing by the said Corporation.

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 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—

YEAS 20.

NAYS 7.

Whereupon it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed for three months. On

On motion of Mr. Ritchie,

The House went into Committee of the whole on a Bill to incorporate the Saint John and Shediac Railway Company.

Mr. Woodward 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. S. Earle, from the Committee appointed to examine as to what Laws are about to expire, 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 to examine what Laws have expired, or are near expiring, beg leave to report, that—

“Vict. 7, cap. 23, ‘An Act in addition to an Act, intituled “An Act to provide for the erection of an Alms House and Work House, and to establish a Public Infirmary in and for the City and County of Saint John,” will expire on the 25th of March, 1849.

“Vict. 10, cap. 30, ‘An Act further to continue an Act, intituled “An Act to provide for the support of a Nightly Watch in, and for lighting the City of Saint John, and for other purposes,” will expire on the 1st of May, 1849.

“Vict. 11, cap. 1, ‘An Act imposing Duties for raising a Revenue,’ will expire on the 1st of April, 1849.

“The Committee, at the same time, request that their powers may be continued.

“Respectfully submitted.

“S. Z. EARLE,
CHARLES FISHER,
J. A. STREET.

“Committee Room, 15th February, 1849.”

Ordered, That the Report be accepted, and the Committee continued to enable them to make a further Report upon the matters referred to their consideration.

On motion of the Honorable Mr. Fisher,

The House went into Committee of the whole on a Bill to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes.

Mr. Cranney 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 Monday morning next at 10 o'clock.

Monday, 19th February, 1849.

Prayers.

Read a second time—

A Bill to provide for the improvement of the Navigation of the River Saint John.

On motion of Mr. Ritchie,

The House again went into Committee of the whole on a Bill to incorporate the Saint John and Shediac Railway Company.

Mr. Woodward 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.

The

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

Report from James Ketchum, Supervisor of the Road from Woodstock to the Grand Falls: and

Report from P. C. Amireaux, one of the Supervisors of the Road from Grand Falls to American Boundary and Canada Line.

[*See Appendix.*]

Annual Report from the Government Emigration Agent Office at Saint John, accompanied by an Abstract Return of Emigrants for the year ending on the thirty first December, 1848.

[*See Appendix.*]

Report from the Commissioners for the Escuminac Light House, at the entrance of the River Miramichi.

[*See Appendix.*]

Auditor General's Report on Accounts of John Wilkinson, Esquire, of expenses incurred in the Survey of a contemplated Line of Railway between Saint John and Shediac: and

Auditor General's Report on Accounts from Treasurers of the several Agricultural Societies.

[*See Appendix.*]

Petition from Michael Curran to His Excellency the Lieutenant Governor, complaining of the act of the Supervisors relative to a Contract entered into by him for the erection of a Bridge over the Quisibis River, on the Line of Great Road between Grand Falls and Canada Line, accompanied by other Documents, shewing the action of the Government thereon:

Application from William Wright, Esquire, to His Excellency, relative to remuneration to be made to him for his services as Advocate General:

Report from James Davidson, Secretary to the Board of Health for Northumberland, in reference to new cases of Leprosy which have appeared and been admitted into the Lazaretto at Sheldrake Island:

Account of Expenses incurred by Her Majesty's Government, to be defrayed by the Province, in stationing a Detachment of the First Royal Regiment at Woodstock in June and July 1848.

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

Return from Auditor General of Payments to and Receipts from Province Treasury by the Clerk of the Pleas, from the year 1843, and which is as follows:—

RETURN OF FEES BY CLERK OF PLEAS.

Audit Office, February 17, 1849.

Abstract Statement of Salary drawn by the Clerk of the Pleas from the Treasury, upon Warrants issued prior to the 1st of January, 1849, and of Monies paid into the Treasury by that Officer on Fees accruing prior to the same period, under the 6th Victoria, Chapter 26.

<i>Paid in under Fees accruing in the year 1843.</i>		<i>Paid out under Warrants issued in</i>	
Term commencing in October,	£336 9 8	1843,	£225 0 0
<i>In 1844.</i>			
Term commencing in Feb'y.,	£283 14 6		
" " June,	277 12 8		
" " Oct.	212 2 8		
	773 9 10	1844,	900 0 0
<i>In 1845.</i>			
Term commencing in Feb'y.,	£235 9 2		
" " June,	214 4 6		
" " Oct.	220 15 6		
	670 9 2	1845,	900 0 0
<i>In 1846.</i>			
Term commencing in Feb'y.,	£226 1 10		
" " June,	281 8 8		
" " Oct.	278 12 4		
	786 2 10	1846,	900 0 0
<i>In 1847.</i>			
Term commencing in Feb'y.,	£210 11 10		
" " April,	125 13 6		
" " June,	311 6 4		
" " Oct.	355 9 4		
	1,003 1 0	1847,	900 0 0
Total,	£3,569 12 6		
<i>In 1848.</i>			
No payments in to this date under Fees accruing in 1848.		1848,	900 0 0
Excess of Sums drawn from the Treasury, over payments into it,	1,155 7 6		
	£4,725 0 0		£4,725 0 0

Periods when the Payments were made into the Treasury.

During the year 1844,	... ..	£327 7 10
" " 1845,	... ..	955 10 4
" " 1846,	... ..	454 19 0
" " 1847,	... ..	792 15 10
" " 1848,	... ..	666 18 2
Total to the close of 1848,	... ..	£3,197 11 2
By Clerk's Statement, in 1849,	... ..	372 1 4
Total to date,	... ..	£3,569 12 6

F. P. ROBINSON.

Mr.

Mr. Smith, by leave, presented a Petition from William Chapman, Mail Contractor, and thirty seven others, inhabitants of the County of Albert, praying that a Bill now before the House for the erection of a Gate on the Public Road, near Coverdale River, may not pass into a Law; which he read.

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

On motion of Mr. Steves,

Resolved, That the House do now go into Committee of the whole on a Bill to authorize the erection of a Gate on the Highway, near William Stone's, in Coverdale, County of Albert.

To which Mr. Smith moved as an amendment—To expunge the word “now,” and substitute the words “this day three months.”

And upon the question for adopting the amendment, it was carried in the affirmative, and the further consideration of the said Bill accordingly postponed for three months.

On motion of Mr. S. Earle,

The House went into Committee of the whole on a Bill to establish the Road leading from Loch Lomond, in the County of Saint John, to Sussex Vale, in Kings' County, as one of the Great Roads of this Province.

Mr. Steves 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. Botsford,

Resolved, That the Petition of Silvain Babino, praying that a Grant may pass for the balance due him as Contractor for building a Wharf at Shediack, as also to be reimbursed further expense incurred, which was presented to the House on the tenth day of February instant, and ordered to lie on the Table, be now referred to the Committee of Supply.

On motion of the Honorable Mr. L. A. Wilmot,

The House again went into Committee of the whole on a Bill to incorporate the Fredericton Mutual Insurance Company.

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 again 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—

YEAS 15.

NAYS 16.

Whereupon it was decided in the negative.

That the Committee then proceeded in the Bill, and agreed to the same without making any amendment thereto.

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

On motion of the Honorable Mr. L. A. Wilmot.

The House went into Committee of the whole on a Bill to incorporate the Grand and Subordinate Divisions of the Order of the Sons of Temperance in this Province.

Mr. Cranney 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. Woodward,

The House went into Committee of the whole on a Bill to incorporate the Saint John Friendly Fire Insurance Company.

Mr.

Mr. Boyd 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. R. D. Wilmot,

The House went into Committee of the whole on a Bill to incorporate the Carleton Mechanic Ship Building and Navigation Company.

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.

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

Tuesday, 20th February, 1849.

Prayers.

Read a third time as engrossed,

A Bill to incorporate the Fredericton Mutual Insurance Company.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill to incorporate the Grand and Subordinate Divisions of the Order of the Sons of Temperance, in this Province.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. L. A. Wilmot also take this Bill to the Council and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to incorporate the Saint John Friendly Fire Insurance Company.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill to establish the Road leading from Loch Lomond, in the County of Saint John, to Sussex Vale, in Kings' County, as one of the Great Roads of this Province.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill to incorporate the Carleton Mechanic Ship Building and Navigation Company.

Resolved, That the Bill do pass.

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

Mr. Wark, by leave, presented a Petition from Robert B. Cutler, Peter Robicheaux, Samuel Wilbur, and one hundred and ninety two others, Merchants, Farmers and Inhabitants of Buctouche, in the County of Kent, praying that such measures may be adopted as will tend to the Trade from this Province to the United States being conducted upon terms of reciprocity; which he read.

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

On motion of the Honorable Mr. Hazen,

The House went into Committee of the whole on a Bill in further amendment of the Charter of the City of Saint John.

Mr. Boyd 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 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. R. D. Wilmot,

Whereas the Trade of this Province is now labouring under a deplorable state of depression, and the Agriculture, Fisheries and Manufacturing Interests are so prostrated that numbers of the inhabitants of the Province have been compelled to seek for employment in a Foreign Land; and whereas, by the recent changes in the Commercial Policy of the Empire, protection has been almost entirely withdrawn from our Staple Products in the British Markets, and, by a Despatch from the Colonial Minister, the right to impose Differential Duties by the Colonial Legislatures is assumed to be withheld, and that the Royal assent will not be granted to any Act discriminating between articles of Foreign growth and production and those of British growth and produce, when imported into this Colony, whereby British Subjects will have no advantage over the Foreigner in our Provincial Trade; therefore

Resolved, As the opinion of this House, That in preparing a Revenue Bill for the current year Duties may be imposed so that articles of Provincial growth and manufacture may be protected, and the Industrial Resources of the Province, in their several branches, may receive such Legislative encouragement as will afford employment to the productive industry of the inhabitants.

On motion of the Honorable Mr. Partelow,

That the House proceed to the Order of the Day of the sixteenth day of February instant, to go into Committee of the whole in consideration of Ways and Means for raising a Revenue in the Province—

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Taylor in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the matters 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, 21st February, 1849.

Prayers.

Read a third time as engrossed,

A Bill to incorporate the Saint John and Shediac Railway Company.

Resolved, That the Bill do pass.

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

Mr. S. Earle, by leave, presented two Petitions from LeBaron Drury, Esquire, and one hundred and fifty eight others, and John Barberie and ninety eight others, Freeholders and Inhabitants of Kings' County, praying that such measures may be adopted as will ensure the completion of a Line of Road between Saint John and Shediac, as also the contemplated Great Trunk Line between Halifax and Quebec, so far as it may pass through this Province; which he severally read.

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

On motion of Mr. Brown,

Resolved, That the House do now go into Committee of the whole on a Bill to incorporate Howard Division, Number One, Sons of Temperance, of the Province of New Brunswick.

To which Mr. Thomson moved as an amendment—To expunge the word "now," and insert the words "this day three months."

And upon the question, it was carried in the affirmative, and the further consideration of the said Bill accordingly postponed for three months.

On

On motion of Mr. Wark,

The House went into Committee of the whole on a Bill relating to Buoys and Beacons in the Harbour of Buctouche, in the County of Kent.

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. Hazen,

The House went into Committee of the whole on a Bill to amend an Act to incorporate the New Brunswick Electric Telegraph Company.

Mr. Hayward 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. L. A. Wilmot,

The House went into Committee of the whole on a Bill to authorize the commutation of Debts due the Crown by Settlers in certain cases for work on the Public Roads.

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 amendments thereto, and then agreed to the said Bill.

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

The Honorable Mr. L. A. Wilmot moved for leave to bring in a Bill to facilitate the sale and improvement of Crown Lands in certain cases.

Leave granted.

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

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Partelow, 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, 21st February, 1849.

“ EDMUND HEAD.

“ The Lieutenant Governor lays before the Assembly, a Circular Despatch, received by the last Mail, from the Secretary of State, relative to the time and mode of taking a Census of the Population, &c., which he recommends to the consideration of the House.
“ E. H.”

The Despatch accompanying this Message, being read at the Clerk's Table, is as follows:—

CENSUS OF POPULATION.

CIRCULAR—(Copy)

Downing Street, 20th January, 1849.

SIR,—A Census of the Population of England and Wales will be taken in the year 1851, and the Registrar General has suggested to me that it would be desirable to publish a similar Return for all Her Majesty's Colonial Possessions.

I transmit, for your information and guidance, a copy of Major Graham's Letter,* together with a copy of the Memorandum to which it refers; and I have to instruct you to cause a Return of the Population of the Colony under your Government to be prepared, in the manner prescribed in the annexed Form, as far as may be practicable, without incurring expenditure which cannot be conveniently provided for.

Although I concur in Major Graham's opinion that it would be desirable that a Census in each of the Colonies should, if possible, be taken on or about the same day as that on which it may be fixed to be taken in this Country, this suggestion can of course only be acted upon in the event of the Legislature of — having it in contemplation to direct such a Return to be made, in which case it would be expedient to submit the recommendation of the Registrar General to their consideration, with the view to the adoption of such measures as they may deem necessary for securing this object.

I have, &c.

Lieut. Governor Sir E. Head, Bart., &c. &c. &c.

(Signed)

GREY.

*7th December, Memo. 1842, Form.

The Honorable Mr. Partelow, also by command of His Excellency the Lieutenant Governor, laid before the House the following Documents, viz:—

The Province Treasurer's Accounts, together with those of the several Deputy Treasurers, for the year ending on the thirty first day of December, 1848, and the Auditor General's Report thereon: also

Return shewing the Imports and Exports at the Port of Saint John and its Out-Bays during the past year.

[See Appendix.]

Report from John Grant, Esquire, Civil Engineer, on the feasibility of constructing Locks to pass the Little Falls on the River Madawaska, accompanied by Plans.

[See Appendix.]

On motion of the Honorable Mr. Partelow,

Ordered, That the Accounts from the Province Treasurer, with the Auditor's Report thereon, be referred to the Committee on Public Accounts.

On like motion of the Honorable Mr. Partelow,

Ordered, That the House do on Monday the twenty sixth day of February instant, resolve itself into Committee of the whole in consideration of the Messages from His Excellency the Lieutenant Governor, and other Documents communicated by His Excellency's commands.

On motion of Mr. Woodward,

Resolved, That the Petition of Noah Disbrow, Charles C. Stewart, Henry Chubb, and others, praying that the Act for widening Saint John Street may be amended or repealed, which was presented to the House on the ninth day of February instant, and ordered to lie on the Table, be now referred to a Select Committee to report thereon.

Ordered, That Mr. Woodward, Mr. Ritchie, and Mr. Brown, do compose the said Committee.

Mr. Thomson, by leave, presented a Petition from the Reverend Jerome Alley, D. D., Rural Dean, on behalf of the Clergy of the Deanery of Saint Andrews, in the County of Charlotte, praying that the vested rights of the Church Corporation of the Parish of Saint Stephen, in the said County, may be secured, in the event of any Act passing to incorporate a Company with power to erect a Bridge over the River Saint Croix, between Saint Stephen and Calais; which he read.

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

On motion of the Honorable Mr. Partelow,

The House went into Committee of the whole, under the adjourned proceedings of yesterday, and resumed the further consideration of Ways and Means for raising a Revenue in the Province.

Mr. Taylor 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 passed the following Resolutions:—

Resolved. As the opinion of this Committee, That an uniform Duty of — per centum should be imposed upon all articles imported into this Province, with certain exceptions.

Resolved, That in addition thereto, Specific Duties should be imposed upon Spirits and such other articles as may be deemed expedient."

Ordered, That the Report be accepted, and the Resolutions reported by the Committee, adopted by the House.

On motion of the Honorable Mr. Partelow,

Resolved, That a Select Committee be appointed to prepare and report to this House a Bill imposing Duties for raising a Revenue.

Ordered, That the Honorable Mr. Partelow, Mr. R. D. Wilmot, Mr. Hanington, Mr. Brown, Mr. Wark, Mr. M'Leod, and Mr. Tibbits, do compose the said Committee.

The

The Honorable Mr. Partelow moved for leave to bring in a Bill relating to the Trade between the British North American Possessions.

Leave granted.

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

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

Copies of a Petition from William G. Lawton, of the City of Saint John, Merchant, to His Excellency, together with other Documents, relative to his claim for advances made to the late Overseers of the Poor for the said City towards the support of Emigrant Poor and Lunatics in the years 1841 and 1842.

On motion of Mr. Jordan,

Resolved, That the aforementioned Petition from William G. Lawton, relative to his claim for advances made to the Overseers of the Poor at Saint John for the support of Emigrants and Lunatics, with the several Documents connected therewith, now laid before the House by command of His Excellency the Lieutenant Governor, be referred to a Select Committee to report thereon.

Ordered, That Mr. R. D. Wilmot, Mr. End, the Honorable Mr. Fisher, Mr. Carman, and Mr. Thomson, do compose the said Committee.

Mr. Brown moved for leave to bring in a Bill to appropriate a part of the Public Revenue for the payment of the Ordinary Services of the Province.

Leave granted.

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

The Honorable Mr. Hazen, by leave, presented a Petition under the Seal of the Mayor, Aldermen and Commonalty of the City of Saint John, and under the Hands of the Mayor and Clerk of the said City, but not purporting to be signed by order of the Common Council, praying that no Act may pass in amendment of the Charter of the City of Saint John; which he read.

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

Mr. S. Earle moved for leave to bring in a Bill to repeal all the Acts now in force for the relief of old Soldiers of the Revolutionary War and their Widows, and to make more effectual provision for the same.

Leave granted.

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

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

Thursday, 22d February, 1849.

Prayers.

Read a second time the following Bills, viz:—

A Bill to facilitate the sale and improvement of Crown Lands in certain cases:

A Bill relating to the Trade between the British North American Possessions:

A Bill to appropriate a part of the Public Revenue for the payment of the Ordinary Services of the Province: and

A Bill to repeal the Acts now in force for the relief of old Soldiers of the Revolutionary War and their Widows, and to make more effectual provision for the same.

Read a third time as engrossed,

A Bill to amend an Act to incorporate the New Brunswick Electric Telegraph Company.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill relating to Buoys and Beacons in the Harbour of Buctouche, in the County of Kent.

Resolved, That the Bill do pass.

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

Read

Read a third time as engrossed,

A Bill to authorize the commutation of Debts due the Crown by Settlers in certain cases for work on the Public Roads.

Resolved, That the Bill do pass.

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

On motion of Mr. Brown,

The House went into Committee of the whole on a Bill to incorporate the Saint Stephen and Calais Lower Bridge Company.

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.

On motion of Mr. Woodward,

Whereas in consequence of the appointment of the Honorable Robert L. Hazen, a Member of this House, to Her Majesty's Legislative Council, a vacancy has occurred in the Representation for the City of Saint John; therefore

Resolved, That the Speaker do issue his Warrant to the Clerk of the Crown in Chancery, to cause a Writ to issue for the election of a Member to serve in this General Assembly, in the place of the said Honorable Robert L. Hazen.

On motion of Mr. End,

Resolved, That a Select Committee be appointed to take into consideration the amount of the Salaries at present receivable by the several Public Officers of this Province, whether under the provisions of the Civil List Bill, or of any Act or Acts of the General Assembly, with a view to the immediate imposition of a Tax, in the nature of an Income Tax, on such Salaries, and to report thereon by Bill or otherwise.

Ordered, That Mr. End, Mr. Barberie, Mr. Brown, Mr. Hayward, and Mr. Ritchie, do compose the said Committee.

On motion of Mr. Wilson,

Resolved, That the Petition of Bliss Botsford, James Steadman, and James Robertson, Junior, praying that a Grant may pass to enable them to discharge a Debt incurred in the erection of a Temperance Hall and Mechanics' Institute at Moncton, in the County of Westmorland, which was presented to the House on the eighth day of February instant, and ordered to lie on the Table, be now referred to the Committee of Supply.

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

YEAS 11.

NAYS 15.

And it was thereupon decided in the negative.

On motion of Mr. End,

Resolved, That the Petition of Henry W. Baldwin and others, praying that a Grant may pass, in aid of subscription, towards the erection of a Building to be used as a Temperance Hall and Mechanics' Institute, at Bathurst, in the County of Gloucester, which was presented to the House on the sixth day of February instant, and ordered to lie on the Table, be now referred to the Committee appointed on the thirteenth instant to take into consideration all applications for the more effectual suppression of Intemperance, to report thereon.

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

YEAS 8.

NAYS 16.

And it was thereupon decided in the negative.

On motion of Mr. Ritchie,

The House went into Committee of the whole on a Bill in amendment of an Act, intituled "An Act to incorporate the South Bay Boom Company."

Mr. End 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 amendments thereto, and then agreed to the said Bill, under the Title of—

A Bill in addition to and amendment of an Act, intituled “An Act to incorporate the South Bay Boom Company.”

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

On motion of Mr. Ritchie,

The House went into Committee of the whole on a Bill in amendment of an Act, intituled “An Act to provide for the Incorporation of certain Presbyterian Churches in this Province not in connexion with the Established Church of Scotland.”

Mr. Taylor 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. Partelow,

The House went into Committee of the whole on a Bill for the encouragement of the York and Carleton Mining Company.

Mr. Cranney 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. Ritchie,

The House went into Committee of the whole on a Bill to provide for the more effectually securing and collecting Debts in certain cases.

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 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, Master in Chancery, informed the House that the Council had agreed to the following Bills, viz:—

The Bill to authorize Her Majesty's Justices of the Peace for the County of Charlotte to assess the inhabitants of said County to pay off the County Debt, and to provide for the contingent expenses thereof:

The Bill to authorize Her Majesty's Justices of the Peace for the County of Albert to designate the Gaol Limits of said County:

The Bill to incorporate the Saint Stephen Upper Mills Boom Company: and

The Bill to incorporate the Trustees of the Wesleyan Academy at Mount Allison, Sackville;

Without making any amendments thereto.

And he further informed the House that the Council had passed

A Bill, intituled “An Act in further amendment of the Acts relating to the Incorporation of the Saint Andrews and Quebec Rail Road Company,”

To which they desire the concurrence of the Assembly.

The Bill sent down from the Legislative Council was then read a first time.

On motion of the Honorable Mr. Partelow,

The House went into Committee of the whole on a Bill to continue the Act to provide for the payment of Interest on Warrants.

Mr. Woodward 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, 23d February, 1849.*Prayers.*

Read a second time—

A Bill sent down from the Legislative Council, intituled “An Act in further amendment of the Acts relating to the Incorporation of the Saint Andrews and Quebec Rail Road Company.”

Read a third time as engrossed,

A Bill to continue the Act to provide for the payment of Interest on Warrants.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill in amendment of an Act, intituled “An Act to incorporate the South Bay Boom Company.”

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill in amendment of an Act, intituled “An Act to provide for the Incorporation of certain Presbyterian Churches in the Province not in connexion with the Established Church of Scotland.”

Resolved, That the Bill do pass.

Ordered, That Mr. Ritchie also take this Bill to the Council and desire their concurrence thereto.

Read a third time as engrossed,

A Bill for the encouragement of the York and Carleton Mining Company.

When the Honorable Mr. L. A. Wilmot moved the following engrossed amendment as a fourth Section to the Bill, to be added thereto by way of Ryder:—

“IV. And be it enacted, That this Act shall not come into operation or be in force until the first day of September next.”

The amendment having had three several readings, and the question being taken thereon, it was agreed to by the House.

Resolved, That the Bill, with the Ryder, do pass.

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

On motion of the Honorable Mr. Partelow,

The House went into Committee of the whole on a Bill relating to the Trade between the British North American Possessions.

Mr. Hayward 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. Partelow, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Returns from the following Banking Institutions, viz:—

Commercial Bank, for periods ending in April and October 1848:

Saint Stephen Bank, for periods ending July 1848 and January 1849.

[*See Appendix.*]

On motion of the Honorable Mr. L. A. Wilmot,

The House went into Committee of the whole on a Bill to facilitate the sale and improvement of Crown Lands in certain cases.

Mr.

Mr. Cranney 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. R. D. 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, copies of any Correspondence that may have taken place between the Canadian Government and the Government of this Province, on the subject of the Inter-Colonial Trade.

Ordered, That Mr. R. D. Wilmot, Mr. Hayward, and Mr. Woodward, be a Committee to wait upon His Excellency with the Address.

On motion of the Honorable Mr. Partelow,

The House went into Committee of the whole on a Bill to repeal an Act, intituled "An Act to grant a Bounty on the destruction of Bears and Wolves in this Province."

Mr. Jordan 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, it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed for three months.

On motion of Mr. Carman,

The House went into Committee of the whole on a Bill relating to the appointment of Town or Parish Officers.

Mr. Steves 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—

YEAS 14.

NAYS 12.

Whereupon it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed for three months.

On motion of Mr. End,

The House went into Committee of the whole on a Bill to amend an Act, intituled "An Act to incorporate the New Brunswick Electric Telegraph Company."

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 amendments thereto, and then agreed to the said Bill, under the Title of—

A Bill in addition to an Act, intituled "An Act to incorporate the British North American Electro-Magnetic Telegraph Association."

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

On motion of Mr. End,

The House went into Committee of the whole on a Bill to establish a Table of Fees to be paid to Justices of the Peace in certain cases.

Mr. Cranney 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

Resolved, That the further consideration of this Bill be postponed for three months. And upon the question, the Committee divided—

YEAS 13.

NAYS 8.

Whereupon it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed for three months.

Mr. R. D. Wilmot, a Member for the County of Saint John, applies for leave of absence until Wednesday next, private business of importance requiring his attendance; which leave was granted.

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

Saturday, 24th February, 1849.

Prayers.

Read a third time as engrossed,

A Bill relating to the Trade between the British North American Possessions.

Resolved, That the Bill do pass.

Ordered, That the Honorable Mr. Partelow 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 to incorporate the British North American Electro-Magnetic Telegraph Association."

Resolved, That the Bill do pass.

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

Mr. Boyd, a Member for the County of Charlotte, applies for leave of absence until Wednesday next, important private business requiring his attendance; which leave was granted.

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

Monday, 26th February, 1849.

Prayers.

Read a third time as engrossed,

A Bill to facilitate the sale and improvement of Crown Lands in certain cases.

Resolved, That the Bill do pass.

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

On motion of Mr. Baillie,

Resolved, That the House do this day three months go into Committee of the whole on a Bill relating to Mines and Minerals on and under private property.

On motion of the Honorable Mr. Partelow,

The House went into Committee of the whole on a Bill to repeal an Act, intituled "An Act further to facilitate the means of supplying the City of Saint John with Water, and for the more effectual prevention and extinguishment of Fires within the said City."

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 an amendment thereto, and then agreed to the said Bill.

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

On motion of Mr. Brown,

The House went into Committee of the whole on a Bill sent down from the Legislative Council, intituled "An Act in further amendment of the Acts relating to the Incorporation of the Saint Andrews and Quebec Rail Road Company."

Mr. Hayward 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 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. End,

The House went into Committee of the whole on a Bill to alter and amend an Act, intituled "An Act relating to the Clerk of the Pleas."

Mr. Steves 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 first Section thereof, which determines the amount of annual Salary to be paid to the Clerk of the Pleas, after the demise or retirement from office of the present incumbent ;

When it was moved—To fill up the blank with the sum of *Two hundred pounds*.

To which an amendment was moved—To fill up the said blank with the sum of *Three hundred pounds*.

The question being taken upon the smaller sum of *Two hundred pounds* first proposed, the Committee divided as follows :—

YEAS.		NAYS.	
Mr. End,		The Hon. Mr. Hanington,	Mr. Botsford,
Connell,		The Hon. Mr. Wilmot,	Baillie,
Barberie,		The Hon. Mr. Fisher,	Hayward,
Woodward,		The Hon. Mr. Partelow,	Miles,
Cranney.		Mr. Read,	M'Leod,
		Jordan,	Thomson,
		Montgomery,	Brown,
		Landry,	Porter,
		Smith,	Wark,
		Vail,	Carman,
		Ritchie,	J. Earle,
		Street,	Tibbits,
		Taylor,	Gilbert.

And it was thereupon decided in the negative.

The question was then taken upon the said sum of *Three hundred pounds*, when the Committee again divided as follows :—

YEAS.		NAYS.	
The Hon. Mr. Partelow,	Mr. Thomson,	The Hon. Mr. Speaker,	Mr. Connell,
The Hon. Mr. Wilmot,	Brown,	The Hon. Mr. Fisher,	Barberie,
Mr. Vail,	J. Earle.	The Hon. Mr. Hanington,	Ritchie,
Taylor,		Mr. Porter,	End,
Botsford,		Cranney,	Smith,
Hayward,		Carman,	Montgomery,
Miles,		Tibbits,	Landry,
Gilbert,		Woodward,	Wilson,
M'Leod,		Baillie,	Jordan,
Wark,		Street,	Read.

And so this was also decided in the negative.

It was then moved—That the blank be filled up with the sum of *Two hundred and fifty pounds*.

Upon this question the Committee again divided as follows :—

YEAS.		NAYS.	
The Hon. Mr. Hanington,	Mr. Taylor,	The Hon. Mr. Speaker,	
Mr. Read,	Botsford,	The Hon. Mr. Partelow,	
Jordan,	Hayward,	The Hon. Mr. Wilmot,	
Montgomery,	Miles,	The Hon. Mr. Fisher,	
Wilson,	Gilbert,	Mr. Street,	
Ritchie,	Tibbits,	Baillie,	
Landry,	Porter,	M'Leod,	
Smith,	J. Earle.	Wark,	
End,		Thomson,	
Barberie,		Brown,	
Vail,		Carman,	
Connell,		Cranney.	

And so it was carried in the affirmative.

The

The following amendment was then moved, and to stand as a second Section to the said Bill :—

“II. Be it enacted, That the fifth Section of an Act made and passed in the sixth year of the Reign of Her present Majesty, Queen Victoria, intituled ‘An Act relating to the Clerk of the Pleas,’ be and the same is hereby repealed.”

Upon this question the Committee again divided as follows :—

YEAS.	NAYS.		
Mr. Tibbits, Taylor, Woodward, Barberie, Ritchie, Wilson, Jordan, Smith, Miles, Carman.	<table border="0"> <tr> <td style="vertical-align: top;"> The Hon. Mr. Speaker, The Hon. Mr. Partelow, The Hon. Mr. Wilmot, The Hon. Mr. Fisher, The Hon. Mr. Hanington, Mr. Street, J. Earle, Porter, Cranney, Brown, Wark, M'Leod, </td> <td style="vertical-align: top;"> Mr. Gilbert, Baillie, Hayward, Botsford, Connell, Vail, End, Landry, Thomson, Montgomery, Read. </td> </tr> </table>	The Hon. Mr. Speaker, The Hon. Mr. Partelow, The Hon. Mr. Wilmot, The Hon. Mr. Fisher, The Hon. Mr. Hanington, Mr. Street, J. Earle, Porter, Cranney, Brown, Wark, M'Leod,	Mr. Gilbert, Baillie, Hayward, Botsford, Connell, Vail, End, Landry, Thomson, Montgomery, Read.
The Hon. Mr. Speaker, The Hon. Mr. Partelow, The Hon. Mr. Wilmot, The Hon. Mr. Fisher, The Hon. Mr. Hanington, Mr. Street, J. Earle, Porter, Cranney, Brown, Wark, M'Leod,	Mr. Gilbert, Baillie, Hayward, Botsford, Connell, Vail, End, Landry, Thomson, Montgomery, Read.		

Whereupon it was decided in the negative.

That the Committee then went through the Bill, and agreed to the same without making any amendment thereto.

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

Mr. Hayward, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of the twenty third day of February instant, relative to copies of the Correspondence had between the Canadian Government and the Government of this Province upon the subject of Inter-Colonial Trade, reported—That they had attended thereto, and that His Excellency was pleased to say, the Correspondence required should be laid before the House.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House, that the Council had agreed to

The Resolutions of Appropriation sent up from the Assembly, dated the fifteenth day of February instant.

And that the Council had agreed to the following Bills, viz :—

The Bill to authorize the Justices of the Peace for the County of Restigouche to levy an assessment to pay off the County Debt:

The Bill to provide for the management of the Provincial Lunatic Asylum:

The Bill to authorize the Mayor, Aldermen and Commonalty of the City of Saint John to purchase or lease a Lot of Land for the purpose of enlarging the Country Market fronting on Charlotte Street, in the said City:

The Bill to establish the Road leading from Roix' Farm, on the Great Road from Saint George to Saint Andrews, to the Great Road between Fredericton and Saint Stephen, as one of the Great Roads of Communication:

The Bill to amend an Act for the establishment and regulation of Boards of Health in the several Counties of this Province: and

The Bill in addition to an Act to regulate the ungranted Ferries in this Province; Without making any amendments thereto.

And he further informed the House that the Council had passed—

A Bill, intituled “An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law,”

To which they desire the concurrence of the Assembly.

The Bill sent down from the Legislative Council was then read a first time.

On motion of Mr. Taylor,

The House went into Committee of the whole on a Bill to repeal the fifth Section of an Act, intituled “An Act relating to the Clerk of the Pleas.”

Mr.

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 under their consideration, had made an amendment thereto, and then agreed to the said Bill, under the Title of—

A Bill to reduce the Salary of the present Clerk of the Pleas.

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

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

Tuesday, 27th February, 1849.

Prayers.

Read a second time—

A Bill sent down from the Legislative Council, intituled "An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law."

Read a third time as engrossed,

A Bill to repeal an Act, intituled "An Act further to facilitate the means of supplying the City of Saint John with Water, and for the more effectual prevention and extinguishment of Fires within the said City."

Resolved, That the Bill do pass.

Ordered, That Mr. Ritchie 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 the Clerk of the Pleas."

Resolved, That the Bill do pass.

Ordered, That Mr. Ritchie also take this Bill to the Council and desire their concurrence thereto.

Read a third time as engrossed,

A Bill to reduce the Salary of the present Clerk of the Pleas.

Resolved, That the Bill do pass.

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

On motion of Mr. Barberic,

The House went into Committee of the whole on a Bill in addition to and in amendment of the several Acts now in force to provide for sick and disabled Seamen, not being Paupers, belonging to this Province, so far as relates to the County of Kent.

Mr. Hayward 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. Brown,

The House went into Committee of the whole on a Bill to appropriate a part of the Public Revenue for the payment of the Ordinary Services of the Province.

Mr. Thomson 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. Partelow, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Copies of various Documents in reference to a Lease from the Crown of certain Land at Madawaska, in the County of Carleton, to one Simon Hebert, accompanied by an opinion from the Law Officers of the Crown upon the subject.

On

On motion of Mr. Ritchie,

The House went into Committee of the whole on a Bill to increase the Capital Stock of the Saint John Water Company, and to provide for a more efficient supply of Water 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 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, Master in Chancery, informed the House that the Council had agreed to the following Bills, viz :—

The Bill to continue the Act to provide for the payment of Interest on Warrants :

The Bill to make provision for a Public Burial Ground in and for the City and County of Saint John :

The Bill relating to Buoys and Beacons in the Harbour of Buctouche, in the County of Kent :

The Bill to incorporate the Fredericton Mutual Insurance Company : and

The Bill to amend an Act to incorporate the New Brunswick Electric Telegraph Company :

Without making any amendments thereto.

And that the Council had also agreed to

The Bill to incorporate the Saint John and Shediac Railway Company, With an amendment, 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 consolidate and amend the several Acts of Assembly relating to Summary Actions,"

To which they also desire the concurrence of the Assembly.

The Bill sent down from the Legislative Council was then read a first time.

The amendment made by the Legislative Council to—The Bill to incorporate the Saint John and Shediac Railway Company,—was read a first and second times, and is as follows :—

At A in Section II. expunge the words "either in the Bank of British North America, or any of its Branches in the North American Colonies, or such other Bank or Banks in the said," and insert the words "in such Bank or Banks in the British North American."

Ordered, That the said Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

On motion of Mr. Taylor,

The House went into Committee of the whole on a Bill to amend an Act, intituled "An Act to incorporate the City of Fredericton."

Mr. Cranney 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. Partelow, from the Committee appointed on the twenty first day of February instant to prepare a Revenue Bill, reported the same, under the Title of—"A Bill imposing Duties for raising a Revenue,"—and the same being handed in, was read a first time.

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

Wednesday, 28th February, 1849.
Prayers.

Read a second time—

A Bill imposing Duties for raising a Revenue: also

A Bill sent down from the Legislative Council, intituled “An Act to consolidate and amend the several Acts of Assembly relating to Summary Actions.”

Read a third time as engrossed,

A Bill in addition to and in amendment of the several Acts now in force to provide for sick and disabled Seamen, not being Paupers, belonging to this Province, so far as relates to the County of Kent.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill to appropriate a part of the Public Revenue for the payment of the Ordinary Services of the Province.

Resolved, That the Bill do pass.

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

According to the Order of the Day, the amendment made by the Legislative Council to—The Bill to incorporate the Saint John and Shediac Railway Company,—was read a third time.

Resolved, That the House do concur therein.

Ordered, That Mr. Ritchie do return the Bill, with the amendment, to the Council, and acquaint them therewith.

Mr. R. D. Wilmot, by leave, presented a Petition from Robert W. Crookshank, James Kirk, Charles C. Stewart, William Parks and Son, with forty eight others, Ship Owners, of the City of Saint John, praying that an Act may pass to regulate the shipping of Seamen, and for securing a more efficient supply; which he read.

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

On motion of Mr. Ritchie,

The House went into Committee of the whole on a Bill for the relief of the Reverend Edward D. Very.

Mr. Woodward 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. Ritchie,

The House went into Committee of the whole on a Bill sent down from the Legislative Council, intituled “An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law.”

Mr. Cranney 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 said Bill.

Ordered, That the Report be accepted.

The amendments being handed in at the Clerk's Table, were then severally read a first time, and are as follow:—

At A at the close of Section XVI. add the following—“and in the case of a Foreign Corporation, or of any Body Politic or Corporate, not being established or incorporated within this Province, and which may enter into any contract or engagement, or transact any business therein, by their known or accredited Agent or Officer, every such Writ or Summons may be served on such accredited Agent or Officer, or on the person who at the time of such service may be the accredited Agent or Officer of such

such Corporation or Body Politic or Corporate within this Province; and such service shall have the like effect in every respect as the service of such Summons on the Officers of any Corporation as is herein before provided."

At B in Section XXXIV: insert the words "upon any judgment obtained."

The said amendments were then severally read a second time.

Ordered, That the said amendments be engrossed, and the Bill, as amended, read a third time to-morrow.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House that the Council had passed

A Bill, intituled "An Act to authorize the Trustees of Saint Luke's Church, in Bathurst, to dispose of certain Lands,"

To which they desire the concurrence of the Assembly.

The Bill sent down from the Legislative Council was then read a first time.

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

Copy of a Report to the Government made up by the Provincial Secretary, in reference to the proceedings had for the recovery of the claim against the late Deputy Treasurer Campbell and his Sureties.

The same being read at the Clerk's Table, are as follows :—

REPORT IN CASE THE QUEEN *vs.* CAMPBELL AND HIS SURETIES.

In the matter of Regina versus the Sureties of the late Deputy Treasurer Campbell.

The total amounts received from proceeds of property taken from the absconding Debtor, agreeably to the late Attorney General's Returns, appears to be

	£603 10 4	
	68 16 11	
	£672 7 3	

The late Attorney General received from John Kerr, on account of the Judgment and Execution recovered against the Sureties, (£1,349 12 2, balance of debt,) the said Kerr being one of the Sureties, the sum of	600 0 0
John Kerr also paid to the Treasurer, on account of the said Execution, the sum of	169 12 2
The late Attorney General also recovered and received from the Estate of M ^r Master, the other Surety,	384 15 8

Total Receipts,	£1,826 15 1
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Off,

The late Attorney General paid to the Province Treasurer, on account, the 14th of May, 1841,	£400 0 0
He also paid to the Receiver General on or about the 1st January, on account,	520 0 0
John Kerr also paid to the Treasurer, on account of the Execution,	169 12 2
	£1,089 12 2

Remaining, to be accounted for by the late Attorney General's Executors, exclusively of Interest,	£737 2 11
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John Kerr, as one of the Sureties, was liable for the whole amount of the Execution, (£1,349 12 2,) but the Government, for his benefit, directed proceedings to be taken against the Administrators of M^rMaster, the other Surety, for one half, which was recovered.

Kerr's half therefore is	£674 16 1
Kerr received from the Treasury, in money, the whole amount of the Provincial Grant, which should have gone and was intended to reduce the Execution. He therefore is chargeable with it,	580 0 0

Total amount for which Kerr must account,	£1,254 16 1
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Kerr paid £600 to the Attorney General, and £169 12 2 to the Treasurer on account,	£769 12 2
He was entitled to half the relief extended by the Legislative Grant of £580. The Administrators of M ^r Master to the other half, which was allowed them by the order of Government,	290 0 0
	1,059 12 2

Still due from John Kerr,	£195 3 11
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Proof.

Already paid into the Treasury,	£1,089 12 2
Due from Estate of late Attorney General, exclusive of Interest,	737 2 11
Due from John Kerr, one of the Sureties,	195 3 11
Total amount recovered for Campbell's defalcation,	<u>£2,021 19 0</u>

The above claim of £2,021 19s. was subsequently reduced by a vote of the Legislature of £580, but the amount of the Warrant for the latter sum was paid by the Treasurer, in money, to Mr. Kerr, one of the Sureties; therefore the Province will get only £1,441 19s. nett, when the above amounts of £737 2 11 and £195 3 11 are paid off by the respective parties.

Thus,

Already paid Treasurer,	£1,089 12 2
To be paid by the Attorney General's Executors,	737 2 11
Do. by John Kerr,	195 3 11
	<u>£2,021 19 0</u>
Less—Provincial Grant in relief, paid by the Treasurer to John Kerr,	580 0 0
E. E.	<u>£1,441 19 0</u>

Fredericton, August 8, 1848.

(Signed)

J. R. PARTELOW.

Synopsis of the proceedings taken against the Sureties of the late Deputy Treasurer Campbell, of Saint Andrews, and also against his Effects.

Campbell absconded some time in the Autumn of 1839, a large defaulter to the Province. His Sureties were John Kerr, of Saint John, and John M^rMaster, of Saint Andrews; the latter, however, died intestate previously to Campbell's leaving the Country.

Immediately on its being ascertained that Campbell had actually fled, Kerr, as the surviving Surety, being severally and jointly bound with his Co-surety, the late M^rMaster, took the most energetic steps to secure any real and personal Estate that had been left by the absconding Debtor; and no doubt, the large amount secured, (£672 7 3,) is mainly to be attributed to his exertions. The default, however, exceeded £2000, and the Attorney General was consequently directed to look to the Sureties for the balance. He accordingly sued Kerr, as the survivor, who resisted the claim upon several grounds, but after a tedious and an expensive suit, a verdict was obtained in favour of the Crown for £1,349 11 9, which verdict was sustained by the Court.

Kerr then applied to the Executive Government for time, as he was anxious to bring his case before the Legislature, to shew that he had equity on his side to reduce the Judgment. To which application the Executive yielded, and finally passed an Order, that if Kerr would pay over to the Province £600, the remainder might lie until he could bring forward his claim. Kerr paid the £600, and in the Session of 1843, brought his case before the House of Assembly. No action was taken upon it that year. In 1844 he renewed his application; the Judgment and Execution still standing against him for the balance of £749 11 9, yet the House did not go into consideration of his claim.

In 1845 he applied a third time, when an investigation was had into all the circumstances, and a recommendation was made by a Committee of the House, that £580 should be voted to relieve him from so much of the Execution then still hanging over of £749 11 9, on his paying the balance, with all costs that had accrued. Accordingly a Grant passed in the following words:—

"To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £580 to enable him to relieve John Kerr, one of the Sureties of the late Deputy Treasurer Campbell, of so much that he is liable for, as such Surety, on his Bond to the Crown; the said relief not to be extended until the remaining balance of £169 12 2, due from the said Kerr for such liability, be first paid into the Provincial Treasury, and that he also pay all costs which may have accrued, arising out of proceedings taken against him to secure the Crown."

This certainly explains the intent and meaning of the Grant, and one would suppose that no person could possibly mistake it. Kerr got what he asked for; the claim against reduced to £169 12 2, besides costs, which when he paid, with the £580 granted, would relieve him entirely from his liability. But he took another step decidedly at variance with the prayer of his Petition, and the meaning of the Grant. He paid the Attorney General the £169 12 2, and all costs, and then applied to the Government for the Warrant of £580, which the Government issued in favor of the Treasurer. The Warrant was made out in the very words of the Grant; yet Kerr applied to the Treasurer for payment, and the Treasurer, most unaccountably, paid him the money. Thus instead of the £580 going to reduce the Execution, Kerr got the discharge from the late Attorney General, on payment of £169 12 2, and costs, and received £580 in money from the Treasury. Such a misapplication of public money I never before heard of.

It may be proper to remark here, that the Crown considered M^rMaster's Estate equally liable with Kerr, and so it was; but it selected Kerr, the more readily and easily to obtain the money, leaving him his remedy against the Estate, in equity, for its proportion of the defalcation. But subsequently,

at

at Kerr's request, the late Attorney General took proceedings against the Administrators of the Estate of M'Master, for Kerr's benefit, and finally recovered from them half the amount of the Execution and Judgment against Kerr, less the half of the Provincial Grant of £580, which was made for the joint benefit of both Sureties.

If Kerr, therefore, had allowed the £580 granted, to go, as it was intended, to reduce the claim against him, and for which his property could have been seized at a moment's notice, he would have been entitled to have received from the Government the amount thus recovered from the Administrators.

It should have stood thus,

Kerr paid two sums,	£600 0 0	
	169 12 2	
	<hr/>	£769 12 2
He was relieved this much by the Provincial Grant, one half of £580, ... ..	...	290 0 0
		<hr/>
		£1,059 12 2
The Execution against Kerr was for	£1,349 12 2	
Half to Kerr,	674 16 1	
	<hr/>	
M'Master's Estate proportion,	£674 16 1	674 16 1
		<hr/>
Due Kerr from Government, when recovered from the Estate, ... ..	...	£384 16 1
But as Kerr received from the Treasury the whole amount of the Grant, £580, instead of £384 16 1, he is clearly liable for the difference.		580 0 0
		<hr/>
Now claimed from Kerr, per Report, ... ..	...	£195 3 11
		<hr/> <hr/>

There was recovered from M'Master's Administrators, the sum of £674 16 1, less, £290, being half the amount of the Provincial relief afforded, to which it of course was clearly entitled,—£384 16 1.

E. E.

Fredericton, August 8, 1848.

J. R. PARTELOW.

Mr. Tibbits, by leave, presented a Petition from Vital Hebert, Charles Hughes, Joseph Dufour, and forty seven others, inhabitants at Madawaska, in the County of Carleton, praying that they may be quieted in the possession of their Lands; which he read.

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

Ordered, That Mr. Tibbits, Mr. M'Leod, Mr. Montgomery, Mr. Baillie, and Mr. R. D. Wilmot, do compose the said Committee.

On motion of the Honorable Mr. Fisher,

The House again went into Committee of the whole on a Bill to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes.

Mr. Cranney 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.

Mr. Woodward moved for leave to bring in a Bill in addition to and in amendment of an Act, intituled "An Act for the more effectual prevention of Fires in the City of Saint John;"

When the Honorable Mr. Speaker brought under the notice of the House, that the Twenty fifth Rule, 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, in the presence of the Grand Jury, had not been complied with.

The House having dispensed with the said Rule in this instance, by reason of the recent conflagration in the City of Saint John, leave to introduce the same was granted; and

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

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

Thursday, 1st March, 1849.*Prayers.*

Read a second time—

A Bill in addition to and in amendment of an Act, intituled "An Act for the more effectual prevention of Fires in the City of Saint John:" also

A Bill sent down from the Legislative Council, intituled "An Act to authorize the Trustees of Saint Luke's Church, in Bathurst, to dispose of certain Lands."

Read a third time as engrossed,

A Bill for the relief of the Reverend Edward D. Very.

Resolved, That the Bill do pass.

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

According to the Order of the Day, the Bill sent down from the Legislative Council, intituled "An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law," as well as the engrossed amendments made by the House thereto, were read a third time.

Resolved, That the House do agree to the said Bill, as amended.

Ordered, That the Honorable Mr. Fisher return the Bill to the Council, and acquaint them that the House had made amendments thereto, and then agreed to the said Bill, and request the concurrence of the Council in the said amendments.

The Honorable Mr. Partelow, by leave, presented a Petition from the Mayor, Aldermen and Commonalty of the City of Saint John, praying that the Act for the more effectual prevention of Fires in the City of Saint John may be amended so as to extend the limits in that City with reference to the construction of Buildings of Stone or Brick; which he read.

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

The Honorable Mr. Partelow, by leave, presented a Petition from William H. Street, John Ward, Robert W. Crookshank, Leveret H. DeVeber, and two hundred and sixty four others, Merchants, Traders, and Inhabitants of Saint John, praying the special action of the Legislature in support of the projected Railway between the Bend of Petitcodiac and Shediac; which he read.

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

On motion of Mr. Woodward,

The House went into Committee of the whole on a Bill in addition to and in amendment of an Act, intituled "An Act for the more effectual prevention of Fires in the City of Saint John."

Mr. Carman 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. Boyd moved for leave to bring in a Bill to amend the Law to regulate the proceedings before Justices of the Peace in Civil Suits, as relates to Corporations.

Leave granted.

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

On motion of Mr. Boyd,

The House went into Committee of the whole on a Bill to provide for the more effectually repairing the Roads and Bridges in the Parish of Grand Manan.

Mr. Cranney 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 said Bill, under the Title of—

A Bill to provide for the more effectually repairing the Roads and Bridges in the Parishes of Campo Bello and Grand Manan.

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

On

On motion of Mr. Botsford,

The House went into Committee of the whole on a Bill for the appointment of Commissioners of Sewers for the Parish of Sackville, in the County of Westmorland, and to divide the Marsh Lands in said Parish into several Bodies or Districts.

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 amendments thereto, and then agreed to the said Bill, under the Title of—

A Bill for the appointment of Commissioners of Sewers for the Parish of Sackville, in the County of Westmorland, and to divide certain Marsh Lands in said Parish into several Bodies or Districts.

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

On motion of the Honorable Mr. Fisher,

The House again went into Committee of the whole on a Bill to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes.

Mr. Cranney 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.

Mr. Connell, by leave, presented a Petition from Peter Watson, Elijah R. Watson, and Robert Hay, of Woodstock, in the County of Carleton, praying that a Bill now before the House to authorize the transfer of a certain Lot of Land to Joseph Gaynor, in exchange for a certain other Lot for the use of the Milicete Tribe of Indians, may not pass into a Law; which he read.

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

On motion of Mr. R. D. Wilmot,

The House went into Committee of the whole on a Bill for more effectually improving the Highways and Streets in the Parish of Portland, County of Saint John.

Mr. Hayward 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. S. Earle,

The House went into Committee of the whole on a Bill to repeal all the Acts now in force for the relief of old Soldiers of the Revolutionary War and their Widows, and to make more effectual provision for the same.

Mr. Barberie 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 six 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 for six months.

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

Friday, 2d March, 1849.

Prayers.

Read a second time—

A Bill to amend the Law to regulate the proceedings before Justices of the Peace in Civil Suits, as relates to Corporations.

Read a third time as engrossed,

A Bill in addition to and in amendment of an Act, intituled "An Act for the more effectual prevention of Fires in the City of Saint John."

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill to provide for the more effectually repairing the Roads and Bridges in the Parishes of Campo Bello and Grand Manan.

Resolved, That the Bill do pass.

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

The Honorable Mr. Partelow, 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 twenty third day of February last—

Copies of Correspondence which had taken place between the Canadian Government and the Government of this Province, upon the subject of Inter-Colonial Trade.

[*See Appendix.*]

On motion of Mr. Gilbert,

Resolved, That a Committee be appointed, to whom shall be referred all matters relating to King's College, with regard to the annual expense thereof, compared with the utility and advantage derived therefrom to the Province, and the propriety of suspending the operations of the College under the Charter, and to report thereon to the House by Bill or otherwise.

Ordered, That Mr. Gilbert, Mr. M'Leod, Mr. Street, Mr. Baillie, and Mr. Thomson, do compose the said Committee.

On motion of the Honorable Mr. L. A. Wilmot,

The House went into Committee of the whole on a Bill for the reduction of Judicial Salaries in this Province.

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 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, Master in Chancery, informed the House, that the Council had agreed to

The Bill for the adjustment of claims of certain purchasers of Crown Lands, and of other persons who have given Bonds for Timber cut in excess or without Licence,

With amendments, to which they desire the concurrence of the Assembly.

And that they had also agreed to the amendments made by the Assembly to

The Bill, intituled "An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law."

And he further informed the House that the Council had passed—

A Bill, intituled "An Act to repeal the several Acts of Assembly relating to Bankruptcy in this Province,"

To which they desire the concurrence of the Assembly.

The Bill sent down from the Legislative Council was then read a first time.

On

On motion of Mr. Brown,

That the House proceed to take into consideration the amendments made by the Legislative Council to—The Bill for the adjustment of claims of certain purchasers of Crown Lands, and of other persons who have given Bonds for Timber cut in excess or without Licence,—and that the same be now read a first time;

Upon the question, it was decided in the negative.

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

Saturday, 3d March, 1849.

Prayers.

Read a second time—

A Bill sent down from the Legislative Council, intituled “An Act to repeal the several Acts of Assembly relating to Bankruptcy in this Province.”

Read a third time as engrossed,

A Bill for the appointment of Commissioners of Sewers for the Parish of Sackville, in the County of Westmorland, and to divide certain Marsh Lands in said Parish into several Bodies or Districts.

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 consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes.

Resolved, That the Bill do pass.

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

On motion of Mr. Boyd,

The House went into Committee of the whole on a Bill to amend the Law to regulate the proceedings before Justices of the Peace in Civil Suits as relates to Corporations.

Mr. Thomson 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,

The House went into Committee of the whole on a Bill sent down from the Legislative Council, intituled “An Act to authorize the Trustees of Saint Luke’s Church, in Bathurst, to dispose of certain Lands.”

Mr. Thomson 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 read a third time on Monday next.

Mr. Brown moved for leave to bring in a Bill for the adjustment of the claims of certain purchasers of Crown Lands.

Leave granted.

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

On motion of the Honorable Mr. L. A. Wilmot,

The House again went into Committee of the whole on a Bill for the reduction of Judicial Salaries in this Province.

Mr. Botsford 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 first Section thereof being under their consideration, which provides for Salaries to persons who shall be hereafter appointed to the offices of Chief Justice, Master of the Rolls, and Puisne Judges;

It

It was moved as an amendment—To insert, after the words “ Be it enacted by the Lieutenant Governor, Legislative Council and Assembly,” as follows:—

“ That the present Chief Justice of the Supreme Court of this Province, from and after the passing of this Act, shall be entitled to and shall receive as and for his Salary while in such office, the sum of — currency per annum, and no more ; and the present Master of the Rolls, and the present Puisne Judges of the said Supreme Court, shall be each one entitled to receive as and for his Salary in such office, the sum of — currency per annum, and no more ; which said several Salaries shall be paid quarterly, and shall be in full and in lieu of all Fees now payable, save and except the sum of two hundred and fifty pounds allowed to defray the travelling charges and expenses of Judges holding Circuit Courts, which said sum shall be and is hereby continued and allowed for the like purposes, and in addition to the Salaries above specified.”

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

YEAS.	NAYS.	
Mr. Jordan,	The Hon. Mr. Speaker,	Mr. Hayward,
Ritchie,	The Hon. Mr. Wilmot,	Baillie,
Barberie,	The Hon. Mr. Fisher,	Miles,
Tibbits,	The Hon. Mr. Partelow,	Montgomery,
J. Earle,	The Hon. Mr. Hanington,	R. D. Wilmot,
Taylor,	Mr. Boyd,	Street,
Woodward,	Carman,	Landry,
Porter,	S. Earle,	Steves,
Connell.	Cranney,	Wilson,
	Brown,	Smith,
	Thomson,	End,
	Wark,	Read.

And it was thereupon decided in the negative.

The question was then taken upon the original Section, when the Committee again divided—

YEAS 31.

NAYS 2.

And so it was carried in the affirmative, and the several blanks filled up, and the Salaries to the future Officers named in the said Section, settled as follows:—

Chief Justice, Seven hundred pounds currency ; Master of the Rolls and Puisne Judges each, Six hundred pounds currency, per annum.

The following was then moved to be added as a second Section to the Bill:—

“ II. And be it enacted, That the present Attorney General, or the person hereafter to be appointed to the office of Attorney General of the said Province, shall be entitled to and receive as and for his Salary while in such office, the sum of — currency per annum, and no more ; and that the present Solicitor General, or the person hereafter to be appointed to the office of the Solicitor General of the said Province, shall in like manner be entitled to and receive as and for his Salary in such office, the sum of — currency per annum, and no more ; and also, that the present Surveyor General of the said Province, or the person who may hereafter be appointed to the office of Surveyor General, shall in like manner receive as and for his Salary in such office, the sum of — currency per annum, and no more ; which said several Salaries shall be paid quarterly.

And upon the question for adopting this Section, the Committee divided as follows:—

YEAS.	NAYS.
Mr. Ritchie, Barberie, Street, J. Earle, Connell.	The Hon. Mr. Speaker, The Hon. Mr. Wilmot, The Hon. Mr. Partelow, The Hon. Mr. Fisher, The Hon. Mr. Hanington, Mr. Baillie, Boyd, Porter, Carmen, Cranney, Brown, Thomson, Wark, S. Earle,
	Mr. End, Miles, Hayward, Taylor, Montgomery, R. D. Wilmot, Woodward, Jordan, Landry, Wilson, Steves, Smith, Read.

Whereupon it was decided in the negative.

That the Committee then went through the Bill, and after making amendments thereto, agreed to the same.

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

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

Monday, 5th March, 1849.

Prayers.

Read a second time—

A Bill for the adjustment of the claims of certain purchasers of Crown Lands.

Read a third time as engrossed,

A Bill to amend the Law to regulate the proceedings before Justices of the Peace in Civil Suits, as relates to Corporations.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill for the reduction of Judicial Salaries in this Province.

Resolved, That the Bill do pass.

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

According to the Order of the Day, the Bill sent down from the Legislative Council, intituled "An Act to authorize the Trustees of Saint Luke's Church, in Bathurst, to dispose of certain Lands," was read a third time.

Resolved, That the House do agree thereto.

Ordered, That Mr. End return the Bill to the Council and acquaint them therewith.

Mr. Read, by leave, presented a Petition from Charles Robin and Company, William Taylor, Edward De La Perrelle, George Taylor, John M'Intosh, and three hundred and sixty others, Freeholders and Inhabitants of the Parish of Caraquet, in the County of Gloucester, praying that the Bill now before the House for the erection of a Lock-up House at Shippegan, in the said Parish, may not pass into a Law; which he read.

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

Mr. Woodward moved for leave to bring in a Bill to admit certain articles, the growth or production of the United States of America, into this Province Duty free, upon condition that the like articles, the growth or production of this Province, are admitted into the United States Duty free.

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 sent down from the Legislative Council, intituled "An Act to consolidate and amend the several Acts of Assembly relating to Summary Actions."

Mr.

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 under their consideration, had made amendments thereto, and then agreed to the said Bill.

Ordered, That the Report be accepted.

The amendments being then handed in at the Clerk's Table, were there severally read a first time, and are as follow:—

At A in Section II. after the words "according to law," insert the words "or equity."

At B at the close of the same Section, add the words "and that the finding of the Jury in such cases shall be final."

At C at the close of Section VII. add as follows:—"and provided also, that a true copy of the taxed Bill of Costs shall be filed with the Judgment Papers in all Summary Actions, for which a fee of one shilling shall be allowed, and no more; and no execution shall issue on any Judgment hereafter to be entered, unless such Bill of Costs shall be so filed."

At D in Section XIII. expunge the words "after issue joined or interlocutory Judgment signed."

At E expunge Sections XIV. XV. and XVI., and alter the enumeration of Section XVII. to that of XIV.

At F add a new Section, as follows:—

"XV. And be it enacted, That no Attorney shall commence any action in any Court in this Province, either by himself or his Agent, unless first having been authorized in writing by the Plaintiff or his Agent."

And then alter the enumeration of Section XVIII. to XVI.

At G add the following new Sections:—

"XVII. And be it enacted, That the fees attending the prosecution and defence of Summary Actions shall be as follows:—

For the Judges of the Court.

On entry of the cause,	£0	2	0
On final judgment, after judgment by default or confession, (including assessment of damages, if any,) ...	0	2	6

For the Clerk.

Signing, sealing and filing every Writ,	0	1	6
Filing every paper not otherwise provided for,	0	0	6
On entry of cause, including filing Writ and return,	0	1	0
On interlocutory judgment, and for the certificate of same, if required, ...	0	1	0
Entry of final judgment, whether after default, confession, demurrer, or trial,	0	2	0
Taxing Costs,	0	1	0

For the Attorney.

Writ, Declaration, (including particulars, if any),	0	11	8
Each copy,	0	2	6
If bailable, for affidavit and oath,	0	2	0
(No copy of Writ to be served on or taxed for bail.)			
Alias or Pluries Writ, &c.,	0	3	0
Each copy,	0	2	0
Entry Docket on filing the Writ, and entry of cause after service, ...	0	2	0
Interlocutory judgment,	0	2	6
Copy of Bill of Costs, to file,	0	1	0
All other proceedings after interlocutory to final judgment,	0	5	0
Every Execution,	0	2	9

[No Execution to be taxed or allowed in Bills of Costs, but to be endorsed on Execution and levied for with debt and costs, being 5s., made up thus:—Attorney, 2s. 9d.,—Clerk, signing, sealing, and filing, 1s. 6d.,—Sheriff on return, 9d.]

And

And when the suit is defended, all further proceedings by the Plaintiff after appearance, and also the costs of defence by the Defendant, shall be for the Justices, Clerk, and Attornies, respectively, the same as are now allowed and taxable by law in actions not summary, in the Inferior Court of Common Pleas, for the like services; provided that no fee shall be allowed for making up a record, or for a venire, or any other service not actually performed.

For the Counsel.

On every cause entered for trial, and for every argument before the Court in Term, a fee of not less than eleven shillings and eight pence, nor more than two guineas, as the presiding Judge may determine; provided that no Counsel fee shall be taxed for any argument, except in such cases as the Supreme Court can by law tax for similar services.

For the Sheriff, Constable, Crier, or Witness.

The same as in actions not summary in the Court where the action is brought.

“XVIII. And be it enacted, That if the Plaintiff proceed according to the ordinary practice of the Court in any case in which by the provisions of this Act, the proceedings ought to be summary, or when the true debt or damages to be recovered shall not exceed twenty pounds, although the actual amount of judgment entered may be for a penalty, or on confession, for a larger sum than twenty pounds, with a condition or agreement for the payment of a lower sum not exceeding twenty pounds, he shall not be entitled in any such case to more costs than if he had proceeded in a summary manner, unless he obtain the order of the Court, or of a Judge of the Court in which the judgment is obtained, for the larger costs, upon good cause shewn therefor.

“XIX. And be it enacted, That no fees for the execution or service of Writs in Summary Actions shall in any case be taxable or allowed in the costs, unless such Writs shall have been served by the Sheriff or his Deputy, or in cases where the Sheriff is a party, by the Coroner.

Example of Bill of Costs to be taxed under this Act, on a Judgment by default.

A. B. vs. C. D.												
Writ,	£0	11	8
Copy of Writ,	0	2	6
Clerk signing and sealing,	0	1	6
Judges on entry and return of Writ after service,	0	2	0
Clerk on entry of cause and filing Writ and return after service,	0	1	0
Attorney on entry as aforesaid,	0	2	6
Attorney on interlocutory judgment,	0	2	6
Clerk on certificate of same,	0	1	0
Attorney for copy of Bill of Costs filed,	0	1	0
Judge on assessment of damages and final judgment,	0	2	6
Clerk on taxing costs,	0	1	0
Clerk on final judgment,	0	2	0
Attorney on proceeding to final judgment,	0	5	0
										£1 16 2		

Sheriff's fees to be added; also, if a bailable cause, 2s. for affidavit and oath.”

The said amendments were then severally read a second time.

Ordered, That the said amendments be engrossed, and the Bill, as amended, read a third time to-morrow.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House that the Council had agreed to the following Bills, viz:—

The Bill to authorize the commutation of Debts due the Crown by Settlers in certain cases for work on the Public Roads:

The Bill to repeal an Act, intituled “An Act further to facilitate the means of supplying the City of Saint John with Water, and for the more effectual prevention and extinguishment of Fires within the said City:”

The Bill in addition to and in amendment of the several Acts now in force to provide for sick and disabled Seamen, not being Paupers, belonging to this Province, so far as relates to the County of Kent: and

The Bill for the relief of the Reverend Edward D. Very;

Without making any amendments thereto.

And that they had also agreed to

The Bill to appropriate a part of the Public Revenue for the payment of the Ordinary Services of the Province.

And he also informed the House that the Council had agreed to

The Bill to incorporate the Grand and Subordinate Divisions of the Order of the Sons of Temperance, in this Province,

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 consolidate and amend the several Acts relating to the Criminal Law of this Province, so far as relates to the definition of certain indictable offences, and the punishment thereof;”

To which they also desire the concurrence of the Assembly.

The Bill sent down from the Legislative Council was then read a first time.

The amendments made by the Legislative Council to—The Bill to incorporate the Grand and Subordinate Divisions of the Order of the Sons of Temperance in New Brunswick,—were severally read a first and second times, and are as follow:—

At A in Section IV. insert the words “Provided that the real estate to be held by each incorporated Subordinate Division, shall at no time exceed in value the sum of five hundred pounds.”

At B at the end of the Bill, add a new Section, as follows:—

“XI. And be it enacted, That this Act shall continue and be in force for the period of seven years from the time of the passing thereof.”

At C in the Preamble, insert the word “Division.”

At D in the Title, insert the word “Division.”

Ordered, That the said Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

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

Tuesday, 6th March, 1849.

Prayers.

Read a second time—

A Bill to admit certain articles, the growth or production of the United States of America, into this Province Duty free, upon condition that the like articles, the growth or production of this Province, are admitted into the United States Duty free: and

A Bill sent down from the Legislative Council, intituled “An Act to consolidate and amend the several Acts relating to the Criminal Law of this Province, so far as relates to the definition of certain indictable offences, and the punishment thereof.”

According to the Order of the Day, the amendments made by the Legislative Council to—The Bill to incorporate the Grand and Subordinate Divisions of the Order of the Sons of Temperance in New Brunswick,—were read a third time.

Resolved, That the House do concur therein.

Ordered, That Mr. J. Earle do return the Bill, with the amendments, to the Council, and acquaint them therewith.

According to the Order of the Day, the Bill sent down from the Legislative Council, intituled “An Act to consolidate and amend the several Acts of Assembly relating to Summary Actions,” as well as the engrossed amendments made by the House thereto, were read a third time.

Resolved, That the House do agree to the said Bill, as amended.

Ordered, That the Honorable Mr. Fisher return the Bill to the Council, and acquaint them that the House had made amendments thereto, and then agreed to the said Bill, and request the concurrence of the Council in the said amendments. The

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

Copies of Despatches from the Right Honorable Earl Grey, Secretary of State for the Colonies, with Enclosures, upon the subject of the state of the Roads on the Mail Route between Nova Scotia and this Province, and the intention of the Government to transmit the Canada Mails through the United States.

These Documents being read at the Clerk's Table, are as follow :—

MAIL ROUTE BETWEEN NOVA SCOTIA AND NEW BRUNSWICK, AND TRANSMISSION OF CANADA ENGLISH MAILS THROUGH THE UNITED STATES.

(Copy—No. 100.)

Downing Street, 17th January, 1849.

SIR,—I transmit for your information the copy of a Report, with its enclosures, addressed to the Lords Commissioners of the Treasury by the Postmaster General, relating to the bad condition of the Roads in Nova Scotia and New Brunswick, and the difficulty experienced in conveying the Mails between the former Province and Canada, and I have to instruct you to bring the subject under the notice of your Council, in order that such measures, as they may deem necessary, may be taken for the improvement of the Roads in question.

I have, &c.

(Signed)

GREY.

Lieut. Governor Sir E. Head, Bart., &c. &c. &c.

To the Right Honorable the Lords Commissioners of Her Majesty's Treasury.

MY LORDS,—I have the honor to represent to your Lordships that reports having been made to me of the difficulty experienced in conveying the Mails between Nova Scotia and Canada, owing to the bad condition of the Roads in Nova Scotia and New Brunswick, I caused instructions to be forwarded to the Surveyors of this Department attached to the two latter Provinces, to make an inspection of the Roads in their respective Districts.

I have just received the Report of the Surveyor of Nova Scotia on this subject, describing in detail the state of the several Stages travelled by the Mail between Dartmouth and Amherst, from which it appears that the greater portion of the Road is much out of repair, and that a large sum will be required to be expended upon it before the Mails can be conveyed over it with that expedition and punctuality so necessary for the benefit of the public service.

I enclose, for the information of your Lordships, the copy of the Surveyor's Report, and I request that you will be pleased to bring it under the consideration of Her Majesty's Secretary of State for the Colonies.

I have, &c.

(Signed)

CLANRICARDE.

General Post Office, Halifax, 24th November, 1848.

SIR,—I have the honor to enclose to you a Report which has been furnished me by the Surveyor of this Department, in accordance with the instructions contained in your letter of the 12th ultimo, respecting the manner in which the Express Mail Service is performed through Nova Scotia, as also his opinion upon an inspection of the Road travelled, and I regret that I cannot offer a more favourable representation upon the condition of this very important line of communication.

I have, &c.

Lieutenant Colonel Maberly.

(Signed)

A. WOODGATE.

General Post Office, Halifax, 18th November, 1848.

SIR,—Agreeably to the instructions contained in your letter of the 4th instant, covering copy of a letter you had received from the Secretary of the General Post Office, directing me to make an inspection of the Road travelled by the Express Mails, as also upon the manner in which the service is performed, I have the honor to report, that considering it advisable to obtain a correct insight into the actual condition of the Road and its requirements, I procured a private conveyance, taking with me the Contractors, as also the Road Commissioners who have been for many years practically employed on the line, with whose assistance I was in hopes to arrive at an opinion which would at once shew to you the difficulties which this line of Road presents to the efficient working of the important branch of the public service under consideration, as well as the ordinary requirements of the Department. I have thought it best to divide each Stage, shewing the condition of the Road, and a marginal reference of the Estimate furnished to me by the Commissioners for placing it in a good and substantial state of repair.

The Estimate furnished to place this Road in a thorough repair is £1,306, or about £172 per mile.

The Estimate to make a good and permanent repair is £2,000.

The first Stage from Dartmouth to Schultz's is 18 miles, a part of which passes over a gravel bottom, and is in tolerable repair, but few miles of it present a surface by which the Contractor can proceed at the rate of 8 miles an hour.

The second Stage from Schultz's to Woodward's is 12 miles, and with the exception of a very few miles of hard Road, presents a surface of mud and hard clay, the carriage sinking to the axles, and rendering anything like speed being maintained impossible.

The

The Estimate for putting this Road in condition is £1,400, materials being abundant in the vicinity.

£1,000 is estimated for repairs.

£750 estimated for this section.

Estimated to be put in good condition for £750

£2,650 is estimated to make this Road, which will include a number of alterations.

The third Stage from Woodward's to Pollock's, 14 miles, is in general very indifferent, but at the present time is in a wretched condition, in many parts the horses sinking to their knees.

The fourth Stage from Pollock's to Truro, 16 miles; much of this Road is soft, and in its present state is very difficult to travel over.

The fifth Stage between Truro and Londonderry, 15 miles, is in tolerable condition, and there is no doubt, with the outlay of the estimated expenditure, would prove an excellent section.

The sixth Stage from Londonderry to West Chester, on the Cobiquid Mountains, 22 miles; a great part of this route is performed on a gradual ascent of about 1 in 20, making it a very heavy drag for the Newspaper portion. There is a change of horses about half way.

The seventh Stage from West Chester to Amherst, 27 miles, passes over a newly made section of the Mountains which is not yet gravelled, making the travelling very heavy. There is a change of horses about half way. Ten miles this side of Amherst is very indifferent indeed, and will require very extensive alterations and repairs.

By the foregoing remarks it will be seen that the estimated amount of £5,700, would be required between Dartmouth and Truro, and £4,150 between Truro and Amherst, making a total of £9,850 to place this line in a condition upon which the Mails could be conveyed with ease at the rate of 8 miles an hour. Although this may appear a large sum, nor can I vouch for its accuracy from any knowledge I possess of Road making, yet I have no doubt from the respectability of the parties furnishing this Estimate, coupled with their long practical experience, that the same has been handed to me upon a very careful revision of the amounts.

The extensive repairs therefore that will be required on this Road, will shew to the Postmaster General, how little has been done to keep up this important line of communication; and when it is considered that the whole traffic of the eastern part of the Province all diverges upon it, particularly that portion between Truro and Dartmouth, all of which tends to its deterioration, it cannot be a matter of surprise at the frequent delays which have occurred; and until that period arrives when nature will furnish level Roads, there is little to hope for any improvement in expediting the Mails, as the season is now too far advanced to effect any repairs which would prove of any very useful nature. It is an undeniable fact, that very many portions of this Road are in such a state that a rate of speed cannot be obtained beyond three miles an hour; and when the cumbrous portions of these Express Mails, weighing from two to three tons, has to be conveyed through such difficulties, all expectations of punctuality must be set aside, and what is now maintained, is only by the strenuous exertions of the Contractors. In short, from the best opinions I could obtain from competent persons well acquainted with the subject, it will require nearly the whole of this important line to be renewed to make a double Road, and when once put into such a condition, and an annual liberal appropriation being expended upon it, that it will not only be sustained but improved. Under any circumstances, if this desirable undertaking cannot be grappled with on the opening of the proper season for operations of this nature, yet it will be necessary that some rigorous measures are resorted to to prevent its annual dilapidation, and by which the Department may at all events improve in a manifold degree upon the present manner of executing the public service on this line, for which every thing is provided but the desideratum of a good travelling Road. In another and very important respect it may be shown to His Lordship how much the expense of the Mail service may be curtailed, provided improvements on the Road were made, as the Contractors would be quite prepared to make a corresponding reduction in their offers if a commensurate amount of benefit could be insured by a reduction of their outlay, which would necessarily follow if a better state of things existed.

I trust I have not been too prolix in laying my views before you in the manner I have, or as irrelevant to the subject, but I feel myself authorized to say, that from my long acquaintance with this Road, I have never seen it in a worse condition than at present; and that you should be made fully aware of its state, which will prove how manifestly impossible it is to meet the demands of the public, urgently requiring an improvement in the expedition of the Mails; and as I attach some degree of responsibility in giving an opinion upon a point of such great importance, I trust I have advanced none but those which, from the information you have from time to time received, of the causes which have led to the repeated delays in the Mail Service, you can readily endorse.

As regards the manner in which the Express Mail Service is performed, referred to in your letter, I beg to state that it is as efficiently done as it possibly can be under the difficulties I have enumerated, every thing connected with the Contractors establishment being placed upon a footing which the exigencies of the service require, and the conditions of the Contract point out. There are 44 horses employed between Halifax and Truro, and 38 between Truro and Amherst, especially appointed for this service, and in many instances additional ones have been used to assist in dragging the Newspaper portion through the deep mire, and all are of the best description the country can produce.

The appointments and means of conveyance are also very efficient, and I have reason to know that every thing is done by the Contractors to carry out the views of Her Majesty's Government, in expediting the transport of these Express Mails under circumstances of peculiar difficulty and hardship.

I have, &c.

(Signed)

H. M. WATSON,
Surveyor G. P. O., Nova Scotia.

A. Woodgate, Esquire.

(Copy—No. 106.)

Downing Street, 6th February, 1849.

SIR,—I have to acknowledge the receipt of your Despatch, No. 7, of the 9th of January, enclosing the copy of a letter to the Provincial Secretary, containing a proposal for the more speedy and economical conveyance of the English Mails through Nova Scotia.

Having referred this subject for the consideration of the Postmaster General, His Lordship has apprised me that a convention having been concluded with the Government of the United States, notice has been given to the Contractors for conveying the Mails to and from Canada, through Nova Scotia and New Brunswick, to put an end to their Contracts, as it is intended to transmit the Mails through the United States Territory.

I have, &c.

Lt. Governor Sir E. Head, Bart., &c. &c. &c.

(Signed)

GREY.

(Copy)

Saint John, New Brunswick, 6th January, 1849.

SIR,—Having noticed in some of the newspapers published in Nova Scotia, that the Surveyor of the Post Office Department in that Province had received orders to survey and report to His Lordship the Postmaster General, the state of the Roads from Halifax to Amherst, with reference to the transit by Express, to and from Canada and New Brunswick, of the English Mails, and having understood that the Report he has submitted is to the effect that the said Roads are in such condition that it is impossible to convey these Mails at the rate of speed stipulated with the Contractors, and that the expenditure of no less a sum than ten thousand pounds is requisite to render them fit for the carriage of these Mails at the contract rate of speed, we feel ourselves justified in requesting you to bring the subject of this letter under the notice of His Excellency the Lieutenant Governor, and in soliciting His Excellency's favourable consideration of our proposals.

Under the arrangement at present subsisting, the Contractors receive about fifty two pounds for the conveyance of each English Mail from Halifax to Amherst to be carried, the Letter portion at eight miles per hour, the Newspapers at six. This time has not been kept, by the present Contractors, through Nova Scotia, although there neither is or has been anything to prevent them doing so; in proof of which we refer to the well proved fact, that the same Mails have been carried through New Brunswick at the above rates. This remissness in Nova Scotia has necessarily delayed the receipt of their English communications by the Governments and Public of Canada and New Brunswick, and has, we believe, suggested to His Lordship the Postmaster General, the propriety of transmitting the Canadian Mails through the United States, and allowing the English Mails for New Brunswick to await in Halifax the departure of the regular Mail for this Province; thus inflicting serious injury and inconvenience on the British Provinces, and, at their expense, greatly benefitting a Foreign power.

To prevent such alteration, we respectfully request the recommendation of His Excellency to the proper authorities in England, that one of the following proposals be accepted:—

We offer to convey the Mails above mentioned, both Letters and Newspapers, eight miles an hour, for thirty seven pounds a trip, being but little more than half the sum at present paid under an arrangement which specifies six miles per hour as the rate for the carriage of the Papers. The acceptance of this offer would effect a saving of about thirteen hundred pounds annually, and a gain of five hours each trip of the Newspapers from Halifax to Amherst.

We further offer to carry the Mails between the two places, the Letter portion at ten, the Papers at eight miles per hour, for forty two pounds per trip. Under this offer a saving of about eight hundred and fifty pounds would be secured, and there would be a gain of five hours over the present rate of speed, as specified by Contract, in the case of both Letters and Newspapers.

Should both our offers be declined, and it be decided to continue the present route, we would be glad to compete, by public tenders, for the above services, securing to the people of New Brunswick and Canada increased accommodation in their communications with Great Britain, at a less sum than is at present paid.

This service we are ready to perform without waiting for any extraordinary outlay upon the Roads, which, from our own observations, we confidently assert, are as good as any, and better than most of the Mail Routes in New Brunswick.

In making these offers, we are actuated by a wish that New Brunswick should not be deprived of the advantage of a speedy intercourse with Great Britain, and that the service of conveying British Mails from one part to the other of the British Dominions, should be confided to British Subjects instead of Foreigners, and that such service should be efficiently performed at a reasonable rate of remuneration.

For our characters and ability to fulfil the obligations of any Contract which may be offered to us, we can refer to the most respectable men in this Province; and should His Lordship the Postmaster General decide upon accepting either of our offers, or entering into any Contract for the conveyance, by us, of the above mentioned Mails, we are prepared with ample security for the faithful performance of any duties it may impose upon us.

Trusting that the reasons we have assigned will be deemed a sufficient apology for thus troubling His Excellency,

We remain, &c.

(Signed)

JAMES KING,
THOMAS KING,
ANDREW KING.

Hon. John R. Partelow, Provincial Secretary.

On motion of Mr. End,

Whereas this House has learned, with surprise and deep regret, from the Message this day communicated by command of His Excellency the Lieutenant Governor, that it is the intention of the Imperial Government to discontinue the transmission of the British and Canadian Mails through Nova Scotia and New Brunswick, and in future to forward them, via Boston, through the United States of America: And whereas this measure is fraught with evil to these Provinces, and this House cannot escape the conviction, that the Imperial Government must have proceeded in this matter on information palpably erroneous, the fallacy of which, the vast sums already from time to time expended on the Great Roads, and the least practical knowledge of these Colonies, will instantly expose: And whereas, were proof required, the House need but refer to the Documents accompanying His Excellency's Message, and especially to the Report of Mr. Watson, the Post Office Inspector, which gives a most exaggerated description of the state of the Roads, and the over charged character of which is evident from the fact of the hitherto uninterrupted rapidity and regularity of the Mail transmission, as well as from the proposal of the Messieurs King to transmit the whole Mails through Nova Scotia, the Letter portion at ten, and the Newspaper at eight miles per hour, for a consideration of Forty two pounds each trip, (being an increased speed and a much less sum than is now paid,) a tangible fact wholly irreconcilable with Mr. Watson's allegation "that it is an undeniable fact that very many portions of this Road are in such a state that a rate of speed cannot be obtained beyond three miles an hour;" therefore

Resolved, unanimously, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency may be pleased to bring this subject under the immediate notice of Her Majesty's Government, as involving considerations of the greatest importance to this Province in a Political as well as in an Agricultural and Commercial point of view; and that His Excellency may be pleased earnestly to press these considerations upon the notice of Her Majesty's Government, and the paramount claims which the Loyal People of these Colonies feel themselves to have upon the Mother Country, and which they confidently believe, if properly understood, will not be overlooked.

Ordered, That Mr. End, Mr. Woodward, and Mr. Connell, be a Committee to wait upon His Excellency with the Address.

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

Preliminary Report from John Wilkinson, Esquire, on the proposed Line of Railway between the City of Saint John and the Harbour of Shediac.

[*See Appendix.*]

Report from the Commissioners for Provincial Penitentiary; as also, Auditor General's Report on the Accounts for the year 1848.

[*See Appendix.*]

General Account of Receipts and Payments at the Custom House for the Port of Saint John and its Out-Stations for the Quarter ending fifth April, 1848, at which period the Imperial Duties ceased.

[*See Appendix.*]

The following Reports from Supervisors and Commissioners relative to the Road Service, viz:—

Road between Shediac and Richibucto—William Chandler, Supervisor:
 Road from Grand Falls to American Boundary—Leonard R. Coombes, Supervisor:
 Road from Saint John to Saint Andrews—George Anderson, Supervisor:
 Road from Fredericton to Newcastle—Alexander Goodfellow, Supervisor:
 Road from Pabineau Falls to Chaplain Island—Alexander Goodfellow, Commissioner:
 Road from Hillsborough to Ferry Point—William Wallace and William Calhoon, Commissioners to explore.

[*See Appendix.*]

The

The following Reports from Auditor General on various Public Accounts for the past year, viz:—

Supervisors of Great Roads :
 Commissioners of the Emigrant Orphan Asylum at Saint John :
 Commissioners of Light Houses :
 Commissioners of the Provincial Lunatic Asylum :
 Commissioners of Alms House at Saint John for relief to sick and destitute Emigrants:
 Services rendered to Emigrants on Partridge Island.

[See Appendix.]

Account of the Contingent Expenses of Moses H. Perley, Esquire, Government Emigration Officer at Saint John :

Communication from Provincial Secretary of Nova Scotia, as to the action of that Government on Circular Despatch relative to Census :

Petition from the Justices of the Peace of the County of York, praying relief by reason of the distress that prevails in some of the Rural Districts of the said County, accompanied by Resolutions passed by the Justices at a Special Meeting of the Sessions holden on the first day of March instant.

On motion of the Honorable Mr. Fisher,

The House went into Committee of the whole on a Bill to vacate the Seats of Members of the Assembly in certain cases.

Mr. Miles 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 said Bill.

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

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House, that the Council had agreed to The Bill relating to the Trade between the British North American Possessions : and also to

The Bill to facilitate the sale and improvement of Crown Lands in certain cases ; Without making any amendments thereto.

Mr. End, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the unanimous Address of the House of this day, respecting the transmission of the British and Canadian Mails, via Boston, through the United States, reported—That they had attended to that duty, and that His Excellency was pleased to say, he would transmit the Address to the Home Government by the Mail which leaves this day.

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

Wednesday, 7th March, 1849.

Prayers.

Read a third time as engrossed,

A Bill to vacate the Seats of Members of the Assembly 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.

Mr. Ritchie moved for leave to bring in a Bill to restrain the holding of Parishes in plurality by the Clergy of the Church of England in this Province.

Leave granted.

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

On motion of the Honorable Mr. L. A. Wilmot,

The House went into Committee of the whole on a Bill sent down from the Legislative Council, intituled "An Act to consolidate and amend the several Acts relating to the Criminal Law of this Province, so far as relates to the definition of certain indictable offences, and the punishment thereof."

Mr.

Mr. Taylor 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 said Bill.

Ordered, That the Report be accepted.

The amendments being handed in at the Clerk's Table, were there severally read a first time, and are as follow :—

At A in Section I. insert—“ Also another Act made and passed in the forty first year of the same Reign, intituled ‘ An Act for the rendering Justices of the Peace more safe in the execution of their office, and for indemnifying Constables and others acting in obedience to their Warrants.’ ”

At B insert—“ Also another Act made and passed in the said last mentioned year, intituled ‘ An Act for the more summary punishment of persons guilty of maliciously killing, maiming, disfiguring or otherwise injuring cattle.’ ”

At C insert—“ Also another Act made and passed in the third year of the said last mentioned Reign, intituled ‘ An Act to explain an Act, intituled “ An Act for the more summary punishment of persons guilty of maliciously killing, maiming, disfiguring or otherwise injuring cattle.” ’ ”

At D insert—“ Also another Act made and passed in the fifth year of the said last mentioned Reign, intituled ‘ An Act for prohibiting and suppressing of Lotteries in this Province.’ ”

At E in Analysis of Schedule, add the words “ and breaking; ” and at E a in Chapter VIII. add the same words “ and breaking.”

At F in Chapter III. expunge the words “ all Lotteries are and shall be taken and adjudged to be common and public nuisances, and punishable as such,” and insert as follows :—

“ ART. 5.

“ Whosoever shall set up, or shall, by writing or printing, publish the setting up of any Lottery, with intent to have such Lottery drawn, or to induce persons to purchase tickets for any such Lottery, or shall play, throw or draw at any such Lottery, or shall purchase any lot, card or ticket for any such Lottery, shall be guilty of a misdemeanor, and shall be liable to be fined or imprisoned, or both, at the discretion of the Court.

“ ART. 6.

“ Nothing in the last preceding article shall extend or be construed to extend to affect the disposal or allotment of Fishing Lots or Drafts in the City of Saint John, under the direction of the Mayor, Aldermen and Commonalty of the said City in manner heretofore accustomed.”

At G in Summary of Contents of Chapter 5, Article 5, expunge “ Riot,” and insert “ unlawful Assembly ; ” and add at close of Summary—“ Art. 7, Riot ; Art. 8 and 9, Affray ; Art. 10, Rout.”

At H in Article 4 of Chapter V., insert “ continue together and not disperse themselves within one hour after such obstruction and hindrance.”

At I in Chapter V., Article 5, expunge the words “ whosoever shall be charged with and convicted of a Riot shall be guilty of a misdemeanor, and shall be liable to be imprisoned for any term not exceeding two years,” and insert as follows :—

“ ART. 5.

“ If three or more persons shall assemble, or having assembled shall continue together with intent without lawful authority, to execute any common purpose with force and violence, or in so violent and tumultuous a manner and under such circumstances as are calculated to create terror and alarm amongst Her Majesty's Subjects, such persons shall be deemed to be guilty of an unlawful assembly, and each of them shall be liable to be imprisoned for a term not exceeding two years.”

At K in Chapter V. add the following Articles :—

“ ART. 7

“ ART. 7.

“ If three or more persons shall assemble, or being assembled shall continue together with such intent to execute any common purpose as is essential to constitute an unlawful assembly within the meaning of Article Five of this Chapter, and shall wholly or in part execute such purpose with force and violence, or in so violent and tumultuous a manner and under such circumstances as are calculated to create terror and alarm amongst Her Majesty’s subjects, such persons shall be deemed to be guilty of a riot, and each of them shall be liable to be imprisoned for any term not exceeding two years.

“ ART. 8.

“ If two or more persons shall fight together in a public place, in such a manner and under such circumstances as are calculated to create terror and alarm amongst Her Majesty’s subjects, such persons shall be deemed to be guilty of an affray, and each of them shall be liable to be imprisoned for any term not exceeding two years.

“ ART. 9.

“ If two or more persons shall openly carry dangerous and unusual weapons in any public place, in such a manner and under such circumstances as are calculated to create terror and alarm amongst Her Majesty’s subjects, such persons shall be deemed to be guilty of an affray, and each of them shall be liable to be imprisoned for any term not exceeding twelve months.

“ ART. 10.

“ If three or more persons shall assemble, or being assembled shall continue together with such intent to execute any common purpose as is essential to constitute an unlawful assembly within the meaning of Article Five of this Chapter, and shall use any endeavour to execute such purpose, such persons although such purpose shall not be executed either wholly or in part, shall be deemed to be guilty of a rout, and each of them shall be liable to be imprisoned for any term not exceeding two years.”

At L in Chapter VIII. in Summary of Contents, add as follows :—

“ Art. 7, Breaking into Houses, &c. in day time ; Art. 8, On verdict for Burglary may be convicted of misdemeanor under Art. 7 ; Art. 9, No defence on trial for misdemeanor, that offence Burglary.”

At W in Chapter VIII. add the following Articles :—

“ ART. 7.

“ Whosoever shall in the day time wrongfully and unlawfully break and enter any dwelling house or building within the curtilage of a dwelling house, or any public office or other public building, or any shop, warehouse, counting house, banking house, office or other building used or occupied for carrying on any trade or business, or any stable, barn or storehouse, or into any church, chapel or meeting house for the exercise of any mode or form of religious worship whatever, with intent in any such case to commit felony, every such offender shall be guilty of a misdemeanor, and shall be liable to be punished by fine or imprisonment, or both, such imprisonment not to exceed three years.

“ ART. 8.

“ Whosoever shall be indicted for any burglary, may, where the breaking and entering shall be proved at the trial to have been made in the day time, and not in the night time, and no breaking out shall appear to have been made in the night time, or where it shall be left doubtful whether such breaking and entering or breaking out took place in the day time or night time, be acquitted of the felony, and convicted of the offence specified in Article 7 of this Section.

“ ART. 9.

“ It shall not be available by way of defence to a person charged with the offence specified in Article 7 of this Section, that the breaking and entering were such as to amount in law to burglary, provided that the offence shall not be afterwards prosecuted for burglary upon the same facts, but it shall be open to the Court or Judge

before whom the trial for such offence shall take place, upon the application of the Officer conducting the prosecution, to allow an acquittal for the misdemeanor on the ground that the offence as proved amounts to burglary, and if an acquittal takes place on such ground, and be so returned by the Jury in delivering their verdict, the same shall be recorded, together with the verdict, and such acquittal shall not then avail as a bar or defence upon any indictment for such burglary."

At N in Chapter XII., Article 12, add as follows:—

"And when the term 'day time,' is used, that time shall be deemed to commence at six o'clock in the morning and to conclude at nine o'clock in the evening of each day."

The said amendments were then severally read a second time.

Ordered, That the said amendments be engrossed, and the Bill, as amended, read a third time to-morrow.

On motion of the Honorable Mr. Hanington,
The House went into Committee of the whole on a Bill imposing Duties for raising a Revenue.

Mr. Hayward 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, Master in Chancery, informed the House that the Council had agreed to

The Bill in addition to and in amendment of an Act, intituled "An Act for the more effectual prevention of Fires in the City of Saint John:"

The Bill in amendment of an Act, intituled "An Act to provide for the Incorporation of certain Presbyterian Churches in this Province not in connexion with the Established Church of Scotland:" and

The Bill in amendment of an Act, intituled "An Act to incorporate the South Bay Boom Company;"

Without making any amendments thereto.

And that they had also agreed to

The Bill in addition to an Act, intituled "An Act to incorporate the British North American Electro-Magnetic Telegraph Association;"

With an amendment, to which they desire the concurrence of the Assembly.

The amendment made by the Legislative Council to this Bill, was read a first and second times, and is as follows:—

At A at the end of the Bill, add a new Section, as follows:—

"IV. And be it enacted, That it shall be lawful for the Lieutenant Governor or Administrator of the Government of this Province for the time being, to have and enjoy at all seasonable times, and in preference to all others whomsoever, the right and privilege of using the said Line of Electric Telegraph and Branches, for the transmission of messages relating to the public service only, whether Imperial or Provincial, from or to any station or stations in and throughout the Province; and that the rates of charge therefor shall not in any one case exceed the established and ordinary rates of charge made to private individuals and others for the transmission of like messages."

Ordered, That the said Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

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

Report from Henry A. Hartt, Esquire, M. D., in reference to Lazaretto at Sheldrake Island, and persons afflicted with Leprosy at Miramichi.

This Document being read at the Clerk's Table, is as follows:—

LAZARETTO AT SHELDRAKE ISLAND, AND LEPROSY DISEASE.

Fredericton, June 19, 1848.

MAY IT PLEASE YOUR EXCELLENCY,

It becomes my duty to inform Your Excellency that in fulfilment of the Commission assigned me by the Government, I proceeded to Miramichi on Friday the 2d June.

Aware of the difficulties connected with my position, I immediately requested the united assistance of both the parties, whose differences of opinion had furnished the occasion for my appointment.

On the following Monday I visited the Islands and the Lazaretto. Four members of the Committee of Sessions, Messrs. Hutchison, Fraser, Nesmith and Alexander Davidson, and two members of the Board of Health, Hon. Joseph Cunard and Dr. Key, went with me, and afforded me every facility in their power, towards the attainment of the object of my investigation.

Afterwards I proceeded to Neguac and Tracadie, accompanied by James Davidson, Esq., who was recommended to me, both by the Hon. Alexander Rankin and the Hon. Joseph Cunard, and of whom it is enough to say that he fully justified the high encomiums bestowed upon him by those gentlemen.

On my way I called at the houses of a number of the Lepers, and conversed with them and their friends on the subject of the Lazaretto.

At Tracadie I was hospitably entertained by the Rev. Monsieur Le France, who also kindly introduced me to several of his principal Parishioners.

Thus after a diligent and somewhat laborious inquiry, I obtained the information I required, and I now respectfully submit to Your Excellency the conclusions at which I have arrived on the various points proposed for my examination.

First, then, I consider the joint existence of the Quarantine Station and the Leper Lazaretto on Shelldrake Island, totally inadmissible. With respect to the Emigrants, I think it would be highly objectionable. The Leprosy is a loathsome disease, and the object of universal abhorrence. Whatever may be the judgment of Medical men, the general impression is, that it is contagious; and the Emigrants who come to this Country, would, for the most part, participate in the popular opinion. I readily admit, that even upon the supposition of its contagiousness, if reasonable precautions were adopted, they would not incur the slightest risk; yet I know it would be impossible to persuade them to agree with me upon this point. With few exceptions, they do not belong to that class of men who are likely to make scientific distinctions between contagion and infection, and contagiousness in a high and low degree. They would feel that they were forced into a most dangerous neighbourhood, and would drag out the period of their captivity in a state of perpetual alarm. And ultimately, perhaps, the news of this arrangement would reach to other countries, and materially affect the tide of Emigration to the Port. With respect to the Lepers, it would be infinitely more objectionable. To them it would really be attended with danger. I know it has been proposed to erect a fence across the Island. But a fence, in order to be adapted for the purpose, would require to be high, and built of brick or stone, which would involve considerable expense. Besides it would only extend to high water-mark, and could consequently afford no security against communication between the parties. But there is another consideration with reference to this arrangement which I confess has great weight with me. These unfortunate Lepers have done no wrong; they are labouring under a Providential visitation; they have been forced from their homes and their friends with rope and pistol, and imprisoned upon thirty two acres of land. This is now all their world; and yet most of them can walk abroad and enjoy the benefit of air and exercise. Is there a man who would grudge them still a portion of their little territory—who would circumscribe within yet narrower limits the boundaries of their Island-home? When first I saw them, and witnessed their agitation, and heard their bitter execration of the project, I could not suppress my sentiments. I was constrained to say to the Magistrates and Members of the Board of Health who were with me, that with my consent the Quarantine Station should never be established beside the Lazaretto; that no consideration could induce me to sanction a measure so inconsistent with humanity. There is yet another objection which I think would, of itself, be perfectly sufficient. I allude to the Marshes on the north west part of the Island, among which the Quarantine buildings would necessarily be erected. From the appearance of the ground, I do not believe these Marshes could be effectually drained, and they would undoubtedly prove most prejudicial to health; forming, during the heat of Summer, hot-beds of malaria.

But if there were no Lazaretto on Shelldrake Island, I would consider it altogether ineligible, at present, for a Quarantine Station. If indeed a Medical Staff could be maintained upon it, the case would be widely different; but the uncertainty and irregularity connected with Emigration to the Port of Miramichi, render this, by universal consent, absolutely impossible. Its distance from the residence of the nearest Physician is nine miles, and it is one mile from the shore; which circumstances, to my mind, constitute a fatal objection. Indeed my opinion upon this point is so strong, that I would deem it an act of Medical insanity to select it as a site for a Quarantine Hospital. The question is an important one, involving the health and lives perhaps of thousands. It would be impossible for a Physician, at so great a distance, to do justice to his patients; they would be unavoidably neglected. There are few cases which require such close attention and care as those which generally abound upon the Quarantine Station. Typhus fever, small pox, and all forms of infectious diseases, are subject, it is well known, to great and sudden variations, and demand incessant vigilance.

But

But there is no reason for regret at the abandonment of Sheldrake Island as a Quarantine Station; for there is a spot in the Miramichi River which seems as if it had been placed there for this very purpose, and the rejection of which I cannot account for, except by referring to the tendency which the human mind too often exhibits, to be dissatisfied with the richest gifts of Providence. That spot is Middle Island. It is situated one mile below the Town of Chatham, and about forty rods from the south shore. It is twenty two rods wide, and contains eighteen acres. The soil is light, and dry, and most of it has been under cultivation. On my first visit I found a well with three feet of water in it. It was, however, in a filthy state; I ordered it to be cleared out; I have since drank the water, and had the satisfaction to find that it was perfectly wholesome; was good for washing and culinary purposes; and though a little unpalatable from the oldness of the casks, I do not think a patient parched with fever would refuse it on that score. But if any objection should be made, there is a beautiful spring on the opposite bank, from which the very best water can be procured in five or ten minutes. And furthermore I am persuaded that water of the first quality may be obtained on the Island, by going below the clay a little beyond the depth of the present well.

I ought, perhaps, to mention here, that I have received the testimony of two men, both of whom had resided for weeks on the Island in Summer, who affirmed that they used during all the time, the water there, and no other. An objection might possibly be raised on the ground of the nearness of the shore to the Island; but it would not be entertained for a moment by any one who had the least knowledge of the laws of infection. Attempts have been made to ascertain the distance to which the poisonous emanations from bodies affected with different diseases may extend, and the result has proved that it is not nearly so great as is generally imagined. According to Doctor Haygarth, the infectious influence of small pox does not in moderate cases, and in the pure air, extend beyond half a yard; and when the distemper is malignant, not more than a few yards from the seat of the poison. He is of opinion that the contagion of fever is confined within a still narrower sphere.

Doctor Clark asserts that the most malignant fever does not render the atmosphere infectious more than a few feet from the patient.

The history of the Island also affords sufficient answer to the objection. It has been used for a Quarantine Station, generally, during the last thirty years; at some periods hundreds of patients have been placed there. Last year about three or four hundred arrived in the Port unexpectedly, and were crowded together in sheds by no means large enough to receive them; in the upper part of one of those sheds, a contracted place with only one window in each end, and which was totally unfit for even a solitary patient, one hundred human beings, afflicted with typhus fever in its worst form, were stowed; circumstances in which infection must have attained a state of the utmost intensity; and yet in no instance, according to the testimony of all the Medical men both in Chatham and Newcastle, has disease been known to reach the shore. I may add that the houses in the vicinity are few and distant from each other.

With respect to the Boom, I am authorized to say, that in the event of the sale of the Island, it will be relinquished.

It is obvious, moreover, that the expense of upholding the Quarantine on this Island must be very much less than on Sheldrake Island.

It is important to inquire what course should be adopted with respect to the Leper Lazaretto.—There are some who say it should be abolished altogether. A more injudicious opinion, I conceive, could not be given. From all the information I have been able to collect, with respect to the Leprosy, I think there is strong reason to believe that it is at least communicable by inoculation. Perhaps experiments would be required to determine the point with absolute certainty; but where is the anti-contagionist who would present his own arm for this purpose? Doctors Bayard and Wilson, in their learned and elaborate Report, admit that in particular cases, it may be imparted in this way; and that those whose skins are peculiarly irritable, may contract it by handling or sleeping with a patient. Now, without entering into the question, whether this implies contagion or not, it is obvious that it renders the company of a Leper exceedingly undesirable. Who can tell that he has or has not the susceptible skin? Or who, on the occurrence of the scratch of a pin, or a pimple, or the slightest abrasion, would choose to be subjected to the danger, or even the dread of incurring this disgusting and incurable malady? If the Lepers were allowed to mingle freely with their families, the propagation of the disease from this cause would be inevitable. Again, the principle of hereditary taint does not do away with the necessity of separation. I conceive that it is morally wrong to transmit a legacy of this description to posterity. If a man be cursed with this great calamity himself, it is enough—let him not attempt to entail it upon offspring.

The poverty of the Lepers furnishes another argument in favour of the Lazaretto. They could not, for any length of time, support themselves. The burthen would undoubtedly fall upon the Province, and would probably in a few years become much greater than under the present system. Besides it would be impossible to secure, in their own habitations, the same advantages, the cleanliness, the comfort, the improved system of diet which are afforded by the Lazaretto. Let justice then be done to those who led the way in the investigation of this subject; who, seeing the difficulties with which it was surrounded, adopted the wisest policy, and advised those measures which, if rightly carried out, are best adapted to promote the comfort of the patient, and whether the disease be contagious or not, to effect its extinction.

Thus far I have felt no difficulty in forming an opinion. I come now, however, to a subject which has caused me some perplexity. I refer to the removal of the Lazaretto. It must be acknowledged that this is the grand object of desire to the Lepers. Tracadie is their native home, and the residence of

of their families and friends. It is associated in their minds with the health and happiness of their earlier years; and is endeared to them perhaps the more by the violence with which they were torn from it. The appeal which they made to me to restore them to it again was affecting. No man could have heard it without having all the sympathies of his heart awakened. I went to Tracadie with a strong hope that I might be able to recommend this change. But I was disappointed. I found that it could not with safety be effected. I was convinced there were not the materials there for maintaining the establishment. The whole management would fall into the hands of the Reverend Monsieur Le France, a gentleman of talent and education; a gentleman from whom I received much kindness, and whose feelings it would grieve me to wound; but I am bound to say that his avowal, and, I believe, conscientious opinions, with respect to the nature of the Leprosy, and the law of Marriage, disqualify him, in my judgment, for acting as an Agent of the Government in this matter.

I think the Lazaretto should remain where it is; but improvements should be made. The buildings should be enlarged, and rendered commodious; and particular care should be taken to secure the most thorough ventilation. The Island should be cultivated and embellished. There should be something in the scenery around him to cheer the poor Leper, and light up the desolation within. It is now four years since the Lazaretto was established on the Island, and it is almost a forest still. It is not reasonable to expect that the patients will be contented with their abode, so long as it wears its present forlorn and dreary aspect.

There is another change I would suggest, viz. the employment of a few of their own people to act as guards or attendants. Let them be bound, if necessary, under a penalty to do their duty; let them obtain sureties, and let these sureties be relations of the Lepers; in this way they will all become interested in carrying out the designs of the Institution. It is of course necessary that all the Lepers shall be placed on the Island. I hope, however, that no more violence will be used for this purpose, at least till all other means shall have been tried for a length of time in vain. I am persuaded that the strong aversion of the Lepers to the Establishment, is attributable, in a great measure, to that odious system. Let kindness, not force, be employed. Some of the Lepers are husbands and fathers. Their families, if deprived of their aid, would fall into a state of absolute want; and justice and humanity require that they should be taken under the protection of the Government, and that a liberal allowance be made towards their support. A measure of this kind would operate as a powerful persuasive to induce the Lepers of this class to leave their homes voluntarily, and would strengthen them to bear, with resignation, their dismal imprisonment.

I need scarcely observe, that I entirely concur in all that has been said by Medical men who have preceded me, with respect to the importance of adopting measures to prevent the development of Leprosy in those who are afflicted with an hereditary taint. With this view, I consider that the infected districts should be put under the care and surveillance of Commissioners, and that a sufficient sum should be placed in their hands annually, to be appropriated to relieve the wants of the destitute. The Commissioners should also be required to visit occasionally the families in the different Villages, to explain and enforce the importance of cleanliness and wholesome food, and to establish such sanitary regulations as from time to time they might deem advisable. If the Government should think fit to adopt this suggestion, no difficulty, I apprehend, would be experienced in finding men duly qualified for the office; and if from the opportunities I have enjoyed, I should be called upon to point out the parties, I would have no hesitation in recommending, for this purpose, two gentlemen well known and universally esteemed by the French population in those parts, Messieurs James Davidson and Roderick M'Leod.

Your Excellency will perceive that upon the propositions submitted to me, I have come to the following conclusions:—

First—That Sheldrake Island should be reserved exclusively for the Leper Lazaretto: and

Secondly—That the Quarantine Station should be established on Middle Island.

I have also thought it my duty, after the conflicting statements which have been made, to express to Your Excellency my opinion with respect to the necessity of continuing the Leper Lazaretto, to suggest certain improvements in its management, and further to make some remarks upon the means which are best adapted to prevent the development of the disease in those who may be supposed to have an hereditary taint.

I cannot conclude my Report without paying a tribute of respect to Dr. Key, the Medical Officer of the Quarantine and the Lazaretto. He is a gentleman of eminence in his profession, who with exemplary zeal and industry has kept pace with its improvements; he has rendered important services to the cause of humanity; and already he enjoys a high reward in the unbounded confidence reposed, throughout the sphere of his labours, in his integrity and talents, and Medical skill.

I have the honor to be,

Your Excellency's most obedient and humble servant,

HENRY A. HARTT.

To His Excellency Sir Edmund Head, &c. &c. &c.

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

Copies of proceedings had by a Committee of the Court of Sessions for Northumberland upon the subject.

The Honorable Mr. Partelow, from the Committee of Trade, 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 of Trade beg leave to offer the following Report:—

“No. 1. The Petition of James W. Street, of Saint Andrews, praying that he may be reimbursed an excess of Duty paid on a quantity of Foreign Gin on the 31st March last, bonded in the Warehouse at that place: As it appears that this excess was paid on account of the Deputy Treasurer's ignorance of the rates prescribed by the Revenue Law of last Session, and that the Petitioner would have allowed the Gin to have remained another day, by which he would not have been liable for such excess, your Committee recommend that the amount thus overpaid, £7 17 6, be granted him.

“No. 2. The Petition of John Wilson, of Saint Andrews, praying reimbursement for Export Duties paid on a cargo of Lumber shipped to Demarara in 1847 in the brig Thalia: The proper certificates of landing having been forwarded, your Committee recommend that £8 1 4, the amount of said Duty, be refunded him.

“No. 3. The Petition of Charles J. Briscoe, Waiter and Searcher at Saint Andrews, praying an increase of Salary: The Committee cannot recommend its prayer.

“No. 4. The Petition of Gilmour, Rankin and Company, of Miramichi, praying to be reimbursed Export Duties paid on a cargo of Deals shipped per the barque Elizabeth, which vessel was subsequently stranded, the Deals reshipped by other vessels, and the Duties again paid: As the Export Duties have thus been paid twice, the Committee recommend that £20 6s., the amount of such Duty, be refunded them.

“No. 5. The Petition of the Reverend James Hudson, praying return Duties on three Bells imported for a Church at Bay du Vin, Northumberland: As it has been the practice of the Legislature to refund Duties of this description, the Committee recommend that a Grant of £4 10s. be made him.

“No. 6. The Petition of Nathan Smart, of Saint Andrews, praying relief in consequence of a seizure by the Provincial Revenue Officers: The Committee find that the seizure was made and the articles were condemned under the Revenue Laws: Your Committee cannot recommend the prayer of this Petition.

“No. 7. The Petition of Mariner Wood and Charles Dickson, of Sackville, in the County of Westmorland, praying to be reimbursed Head Money paid on a number of Passengers per brig Princess from Dublin, landed at Sackville, but bound for Boston, who were afterwards shipped at the Petitioner's expense to the latter place: Your Committee recommend that £13 10s. be refunded them out of the Emigrant Fund.

“No. 8. The Petition of Zachariah Chipman, of the late firm of Pingree and Chipman, praying reimbursement of Duties paid on a quantity of goods burnt at the destruction of their Warehouse in 1848: As this Petition is supported by the necessary affidavits and certificates, your Committee recommend a Grant to them of £190 15 1.

“No. 9. The Petition of Hugh M^r Monagle, praying Return Duties on three Horses and eight Sheep imported last year from England for the improvement of Stock: Your Committee cannot recommend the prayer of this Petition.

“No. 10. The Petition of Thomas Moses, Deputy Treasurer, West Isles, in the County of Charlotte, praying compensation for loss of property in the event of the office being removed to Campo Bello, as also to be placed on a fixed Salary, in lieu of Commission as heretofore: Your Committee cannot recommend the first part of the prayer of this Petition; the latter will come under the consideration of the House when in discussion of the amount required for the collection and protection of the Revenue.

“No. 11. The Petition of William Loch, of Miramichi, Merchant, praying reimbursement of Duties twice paid on one hundred and three tons of Timber: As it clearly appears that the Duty was first paid on this Timber, shipped in the barque Clarendon, but afterwards discharged, and subsequently paid Duty in other vessels, your Committee recommend that £5 3s. be granted him.

“No. 12. The Petition of Lestock P. W. Desbrisay, of Richibucto, Merchant, praying reimbursement of Duties paid on fifty barrels Flour, cleared as Foreign, imported from Halifax: As it clearly appears that this Flour was of Nova Scotia manufacture, by the documents accompanying the Petition, your Committee recommend that £5 be granted him.

" No. 13. The Petition of James M. Hamilton, of Saint John, praying reimbursement of an excess of Duties paid on a quantity of Molasses warehoused in March last, but not taken out until after the Revenue Act of last year went into operation, which lessened the Duty on that article: Your Committee are of opinion that such excess should be refunded him; and therefore recommend that the sum of £44 10 4, the amount of such excess, be refunded him.

" No. 14. The Petition of Arthur Ritchie and Company, of Dalhousie, in the County of Restigouche, praying a Return Duty on a quantity of Timber originally shipped in the ship William Glen Anderson, but landed in consequence of that vessel having received injury on her voyage; the Timber having been afterwards reshipped in the brig Albion, when the Duties were again paid: As the Duties appear clearly to have been twice paid, your Committee recommend that £12 16 4 be refunded them.

" No. 15. The Petition of Charles Lloyd, Warehouse Keeper and Searcher at Dalhousie, praying reimbursement for extra services performed, and expenses incurred by direction of the Deputy Treasurer there: Your Committee recommend that £5 12 6 be granted him.

" No. 16. The Petition of John Jury, of Dalhousie, Restigouche, praying Return Duties on two Horses brought into this Province from Prince Edward Island, on his removal from the latter place for settlement in New Brunswick: Your Committee recommend that £4 so paid, should be refunded him.

" No. 17. The Petition of Moore and Harding, of Shippegan, in the County of Gloucester, praying reimbursement for Duties paid on a cargo of Deals shipped in the barque John Craig, for London, which vessel was stranded, condemned, and together with the cargo sold; the cargo was again shipped in other vessels, and the Duties paid a second time: No certificate of the latter allegation accompanies the Petition from the Deputy Treasurer: Your Committee cannot recommend its prayer.

" No. 18. The Petition of James W. Delaney, praying to be reimbursed Duty on a Horse brought from Prince Edward Island to this Province, in transitu for Nova Scotia, where the Duty was again paid: Your Committee recommend that 40s., the Duty so paid, be refunded him.

" No. 19. The Petition of William Napier, of Bathurst, County of Gloucester, praying compensation for his services as Gauger and Weigher in 1848: Your Committee recommend that £5 4s. be granted him.

" No. 20. The Petition of James M'Lean and others, inhabitants of Saint Martin, praying that a Grant may be made for the erection of a Breakwater at West Quaco Head, in the County of Saint John: Your Committee regret that in the present state of the Provincial Finances, they cannot recommend a Grant for this work, involving as it will, a large expenditure.

" No. 21. The Petition of the Rector, Church Wardens and Vestry of Saint George Church, Carleton, in Saint John, praying Return Duties on an Organ, Bell and Clock, imported for the use of that Church: For the reasons stated in Report No. 5, your Committee recommend that £14 5 2 be granted them.

" No. 22. The Petition of William Cooke Hammond, praying compensation in consequence of the seizure and sale of two Horses in 1847: Your Committee can discover nothing in this case to induce a recommendation for the compliance of the prayer of this Petition.

" No. 23. The Petition of F. W. Hatheway, praying a Grant to reimburse him Duties paid on a part of a Steam Engine imported from the United States, for the new Steamer "Forest Queen," which commenced running between Fredericton and Saint John last Autumn: Your Committee cannot recommend the prayer of this Petition.

" No. 24. The Petition of Messieurs Doherty and M'Tavish, of Saint John, praying to be reimbursed Duties on a quantity of British Goods exported to Yarmouth: The requisite affidavits and certificates are attached to this Petition, and the Committee recommend that £6 19 3 be granted them.

" No. 25. The Petition of John Henry and others, praying pecuniary assistance towards the erection of a Breakwater on the South Shore of the Bay de Chaleur, in Gloucester: In the present state of the Provincial Funds, the prayer of this Petition cannot be recommended.

" No. 26. The Petition of James R. Creelman, of Richibucto, in the County of Kent, praying to be reimbursed Duties on a quantity of Flour, &c., exported therefrom, to Pictou, Nova Scotia: Your Committee recommend that £1 13s. be granted him.

" No. 27. The Petition of Zachariah Chipman, of the late firm of Pingree and Chipman, praying reimbursement of Duties paid on Merchandize destroyed by fire: Your Committee cannot recommend the prayer of this Petition.

" No. 28. The Petition of William Todd, Junior, of Saint Stephen, praying reimbursement of Duties paid on a cargo of Lumber shipped in a vessel called the Mary, for Berbice, and which Duties were exacted by the Deputy Treasurer in consequence of the Certificates not having been exhibited during the period prescribed by Law: The Certificates having been now furnished, your Committee recommend a Grant of £9 to be made him.

" No. 29. The Petition of Freeman H. Todd, of Saint Stephen, praying reimbursement of Duties paid on a cargo of Lumber shipped to Trinidad in the brig Robert: No Certificate of the Lading accompanies this Petition, and your Committee cannot recommend its prayer.

" No. 30. The Petition of Freeman H. Todd, of Saint Stephen, praying to be refunded Duties on a cargo of Lumber shipped by the brig Robert for Jamaica in 1848, which vessel was lost on the passage: Your Committee recommend that £16 13s. be granted him.

" No. 31. The Petition of Holderness and Chilton, of Richibucto, praying to be reimbursed Duties on Bricks imported from Britain for the erection of a Steam Mill at that place: Your Committee cannot recommend the prayer of this Petition.

" No. 32. The Petition of Andrew M'Culloch, praying Return Duties on four cargoes of Lumber shipped to the West Indies from Saint Stephen: As there is a Certificate only for the landing of one cargo, and that by the brig Colonist at Barbadoes, of 93 M. feet of Lumber, your Committee cannot recommend a Grant beyond £4 13s. to this Petitioner.

" No. 33. The Petition of William Gardiner, praying to be reimbursed expenses incurred by him in defending his claim to four Horses improperly seized by the Deputy Treasurer at Woodstock: The Committee cannot recommend the prayer of this Petition.

" No. 34. The Petition of Robert G. Moran and others, owners of the ship William Vail, praying reimbursement of monies expended by them in the support of two Seamen attacked with typhus fever at Miramichi, and refused admittance into the Marine Hospital there: Your Committee are of opinion that the sum of £38 4 6, less £5 16 8, paid for professional services, expended there, should be reimbursed the owners from the Sick and Disabled Seamen's Fund at Miramichi.

" No. 35. The Petition of John M'Intosh, praying to be reimbursed a sum of money paid for two Horses alleged by the Petitioner to have been seized improperly at Fredericton by one of the Preventive Officers: This Petition was under the consideration of the Committee of Trade last Session, and in the absence of any additional testimony, your Committee cannot recommend its prayer without further information.

" No. 36. The Petition of Samuel M'Gowan, praying remuneration for services performed in protecting the Provincial Revenue and for loss of situation as Tide Waiter of Customs: The Committee express no opinion on the subject matter of this Petition.

" No. 37. The Petition of Ambrose S. Perkins, praying reimbursement of an excess of Duty paid on a quantity of Molasses at Saint John the past year: The allegations in this Petition are properly supported, and your Committee recommend a Grant being made of £24 1 1.

" No. 38. The Petition of Joseph T. Hunt, of Saint John, praying a Grant to reimburse him Duties amounting to £32 18 1 paid on various articles appertaining to his Piano Manufactory, which were totally consumed at the destruction of his Warehouse by fire in 1847: Your Committee recommend that £18 1 7, part of the amount, be granted him.

" No. 39. The Petition of the President and Directors of the Carleton County Agricultural Society, praying to be refunded Duties, amounting to £37 19 5, paid on

Ploughs

Ploughs and other Implements of Husbandry imported for their use during the years 1846, 1847 and 1848 : Your Committee recommend that £9 4 7 be granted them, being the amount of such Duties paid in 1848.

" No. 40. The Petition of Patrick Comesford, of Saint John, praying Legislative aid to enable him to establish a temporary Sailor's Home for the benefit of the Seamen resorting to that Port: The Committee, in the present state of the Provincial Finances, and considering the large appropriations heretofore made for the establishment of a Sailor's Home at Saint John, cannot recommend the prayer of this Petition.

" No. 41. The Petition of Thomas Clerke, praying to be reimbursed extra Duties paid on Crockery Ware imported from Britain, on account of its being unaccompanied by certificates of origin : Your Committee recommend that £1 19 9 be granted him.

" No. 42. The Petition of George Wright, of Miramichi, praying to be refunded Duties paid on Household Furniture, purchased in and imported from the United States for his own use : The prayer of this Petition cannot be recommended.

" No. 43. The Petition of Robert Johnston, of Miramichi, praying reimbursement of Duties paid on three hundred and eighty five barrels Flour imported in 1848 from Canada: The prayer of this Petition cannot be complied with.

" No. 44. The Petition of John Fraser, Waiter and Searcher at Miramichi, praying a Grant for his services in Gauging and Weighing dutiable articles the past year: The Committee recommend that £8 11s. be granted him.

" No. 45. The Petition of George Calhoun and others, inhabitants of Hopewell, County of Albert, praying Legislative aid towards building a Public Wharf at Bennett's Ship Yard, near Ferry Point: The state of the Finances precludes your Committee from recommending appropriations for works of this description.

" No. 46. The Petition of Samuel Clarke and others, of Hopewell, County of Albert, praying a Grant to enable the Commissioner to pay the balance due on the Public Wharf at Hamilton's Creek : For the reasons stated in No. 45, your Committee cannot recommend its prayer.

" No. 47. The Petition of Henry E. Dibblee, Deputy Treasurer and Sub-Collector at Woodstock, praying an allowance of ten per centum on Collections made by him under the Imperial Act from 1838 to 1845 : A similar Petition before the House last year was referred to the Committee of Trade, and your Committee are unanimously of opinion, as were also that Committee, that the prayer cannot be sustained.

" No. 48. The Petition of Henry P. Sancton, Agent for the Proprietors of the New York Circus, praying a remission of Duties on their Establishment paid at the Treasury during their transient stay in the Province the past year: Your Committee cannot recommend the prayer of this Petition.

" No. 49. The Petition of John Marks, of Saint Stephen, praying reimbursement of Export Duties paid on two cargoes of Lumber shipped to the West Indies: No certificates of the landing of these cargoes are attached to this Petition, and its prayer cannot be recommended.

" No. 50. The Petition of Nicholas Wheeler, late Tide Waiter and Preventive Officer at Fredericton, praying remuneration for losses sustained by his removal from office: The prayer of this Petition cannot be recommended.

" No. 51. The Petition of Martin Cranney, of Miramichi, praying Return Duties on a quantity of Flour and Pork imported by him from Canada the past year: Your Committee cannot recommend the prayer of this Petition.

" Respectfully submitted.

" J. R. PARTELOW,
J. MONTGOMERY,
ROBT. D. WILMOT,
I. WOODWARD,
JAMES TIBBITS,
WM. PORTER,
MAR. CRANNEY,
W. WILSON.

" Committee Room, 7th March, 1849."

Ordered, That the Report be accepted; and
On motion of the Honorable Mr. Partelow; further

Ordered, That so much of the said Report as recommends the appropriation of monies, be referred to the Committee of Supply.

The Honorable Mr. Partelow, from the Committee appointed on the twelfth day of February last, to take into consideration the Petitions for an amendment in the Act for solemnizing Marriage, 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 was referred the several Petitions of the Elders and Members of the Free Christian Baptist Church in New Brunswick, and others friendly thereto, praying that the Act 11 Victoria, chapter 62, may be amended, and its provisions so extended as to give such Church the like privileges of solemnizing Marriage as are now enjoyed by the bodies of Christians therein particularly mentioned, beg to report—That they recommend a compliance with the prayer of the Petition; and your Committee have prepared a Bill for accomplishing this object, which they now submit.

“J. R. PARTELOW,
W. J. RITCHIE.

“Committee Room, 7th March, 1849.”

Ordered, That the Report be accepted.

The Bill, as reported by the Committee, under the Title of—A Bill in amendment of and in addition to an Act, intituled “An Act in addition to an Act, intituled ‘An Act to extend the privilege of solemnizing Marriage to all Ministers and Teachers of the several Religious Congregations in this Province,’”—was then handed in, and read a first time.

Mr. Brown, from the Committee to whom was referred a Petition from Robert Payne, relative to expenditure for the Lunatic Asylum, 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 ninth day of February last, to take into consideration the Petition of Robert Payne, Esquire, praying for remuneration for losses sustained in the purchase of a site for a Provincial Lunatic Asylum, having attended to that duty, beg leave to Report—

“That as the subject has already been several times under the consideration of the Legislature, they deem it unnecessary to set forth at length all the particulars of the case; and that although Mr. Payne evidently appears to have incurred liabilities in the matter to a considerable amount, and his case is one of very great hardship, the Committee cannot come to the conclusion that he should be relieved by a Grant of money from the Provincial Treasury.

“Respectfully submitted.

“JAMES BROWN, *Chairman*.

“Committee Room, 7th March, 1849.”

Ordered, That the Report be accepted.

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

Thursday, 8th March, 1849.

Prayers.

Read a second time—

A Bill to restrain the holding of Parishes in plurality by the Clergy of the Church of England in this Province: and

A Bill in amendment of and in addition to an Act, intituled “An Act in addition to an Act, intituled ‘An Act to extend the privilege of solemnizing Marriage to all Ministers and Teachers of the several Religious Congregations in this Province.’”

According to the Order of the Day, the amendment made by the Legislative Council to—The Bill in addition to an Act, intituled “An Act to incorporate the British North American Electro-Magnetic Telegraph Association,”—was read a third time.

Resolved, That the House do concur therein.

Ordered, That Mr. End return the Bill, with the amendment, to the Council, and acquaint them therewith.

According

According to the Order of the Day, the Bill sent down from the Legislative Council, intituled "An Act to consolidate and amend the several Acts of Assembly relating to the Criminal Law of this Province, so far as relates to the definition of certain indictable offences, and the punishment thereof," as well as the engrossed amendments made by the House thereto, were read a third time.

Resolved, That the House do agree to the said Bill, as amended.

Ordered, That the Honorable Mr. L. A. Wilmot return the Bill to the Council, and acquaint them that the House had made amendments thereto, and then agreed to the said Bill, and request the concurrence of the Council in the said amendments.

On motion of Mr. Woodward,

Ordered, That the Clerk of the Crown in Chancery do forthwith attend this House with the Writ issued to the Sheriff of the City and County of Saint John, for the election of a Member for the City of Saint John, in the place of the Honorable Robert L. Hazen, appointed to a seat in Her Majesty's Legislative Council.

On motion of Mr. Brown,

The House went into Committee of the whole on a Bill for the adjustment of the claims of certain purchasers of Crown Lands.

Mr. Hayward 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 Clerk of the Crown in Chancery, in obedience to the Order of the House, attended with the Writ issued to the Sheriff of the City and County of Saint John, for the election of a Member for the City of Saint John, to serve in this General Assembly in the place of the Honorable Robert L. Hazen, who had been appointed to a seat in the Legislative Council; and the said Writ, together with the Sheriff's Return thereto, being produced, and read at the Clerk's Table, it appeared that Barzillai Ansley, Esquire, was duly elected a Member for said City.

On motion of Mr. S. Earle,

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 Return from the Clerks of the Peace in the several Counties in this Province, of all sums of money received by them under the Act 9 Victoria, Chapter 52, intituled "An Act to provide for the necessities occasioned by the failure of the Potato Crop;" and also, a Return of the sums of money, if any, remaining unexpended, and now in the hands of the Commissioners appointed by the Sessions in the several Counties under the provisions of the said Act.

Ordered, That Mr. S. Earle, Mr. Carman, and Mr. Hayward, be a Committee to wait upon His Excellency with the Address.

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

Returns made up by the Clerk of the Pleas of the Supreme Court, shewing the amount of Fees received and receivable from Michaelmas, 1843, to Hilary, 1848; the same being furnished under an Address of the House of the sixteenth day of February last—

General Abstract of Return of Fees received and receivable by the Clerk of the Pleas of the Supreme Court from Michaelmas, 1843, to Hilary, 1848.

	Received.	Receivable.
From 1st day of Michaelmas, 1843, to 1st day of Hilary, 1844, ...	£355 7 8	£3 10 6
From 1st day of Hilary to 1st day of Trinity Term, 1844, ...	292 15 2	7 18 0
From 1st day of Trinity to 1st day of Michaelmas Term, 1844, ...	297 2 0	1 14 0
From 1st day of Michaelmas Term, 1844, to 1st day of Hilary Term, 1845, ...	226 5 4	6 1 10
From 1st day of Hilary to 1st day of Trinity Term, 1845, ...	233 15 10	12 6 4
From 1st day of Trinity to 1st day of Michaelmas Term, 1845, ...	220 19 8	2 15 8
From 1st day of Michaelmas, 1845, to 1st day of Hilary Term, 1846, ...	221 16 6	0 0 0
From 1st day of Hilary to 1st day of Trinity Term, 1846, ...	225 15 10	0 11 6
From 1st day of Trinity to 1st day of Michaelmas Term, 1846, ...	282 18 8	2 10 6
From 1st day of Michaelmas Term, 1846, to 1st day of Hilary Term, 1847, ...	279 3 4	3 4 2
From 1st day of Hilary to 1st day of Easter Term, 1847, ...	210 11 10	7 13 4
From 1st day of Easter to 1st day of Trinity Term, 1847, ...	126 7 6	4 7 8
From 1st day of Trinity to 1st day of Michaelmas Term, 1847, ...	311 12 10	24 15 8
From Michaelmas Term, 1847, to 1st day of Hilary Term, 1848, ...	379 13 8	38 16 8
	<u>£3,664 5 10</u>	<u>£116 5 10</u>

The Honorable Mr. Partelow, also by command of His Excellency the Lieutenant Governor, laid before the House the following Documents, viz:—

Report from Board of Health for Gloucester and Northumberland, as to Lazaretto Establishment at Sheldrake Island, with Estimate of sum required for next year.

[See Appendix.]

Report from Asa Coy, Esquire, relative to the condition of Emigrants in Saint Andrews.

[See Appendix.]

Report from Commissioners for Marine Hospital at Saint John for past year, with Return of Patients.

[See Appendix.]

Report from Commissioners for removing obstructions in the Navigation of the River Saint John between Tobique and the Grand Falls.

[See Appendix.]

The following Reports as to Road Service:—

Road from Fredericton to Saint John, by the Nerepis—Henry T. Partelow, Supervisor :

Road from Eel River to Digdeguash—L. B. Rainsford, Supervisor :

Road from Dorchester to Shediac—John Welling, Supervisor.

[See Appendix.]

Correspondence had upon the subject of Arms and Equipments issued from the Ordnance Department at Saint John to the Police Force in Portland, and the out-door Officers, for the protection of the Revenue in December 1847.

[See Appendix.]

Communication from the Honorable Thomas Baillie, Surveyor General, with Return of the In-door Establishment of his Office.

On motion of Mr. End,

The House went into Committee of the whole on a Bill to authorize the erection of a Lock-up House at Shippegan, in the County of Gloucester.

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

Resolved, That the further consideration of this 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 for three months.

The Honorable Mr. Fisher moved for leave to bring in a Bill relating to the collection of Duty on Timber and other Lumber.

Leave granted.

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

On motion of Mr. Ritchie,

The House went into Committee of the whole on a Bill to prevent arrests of the person in certain cases.

Mr. Hayward 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. Woodward, from the Committee appointed on the twenty first day of February last, to take into consideration the subject of the Act for widening Saint John Street, in the City of Saint John, 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 Select Committee to whom was referred the Petition of Noah Disbrow, Charles C. Stewart, Henry Chubb, and others, of the City of Saint John, praying that the Act 9 Victoria, Chapter 65, to authorize the widening of Saint John Street and the continuance thereof to Duke Street, in the City of Saint John, may be repealed or amended, for the reasons therein set forth, report—That they have attended to that duty, and on investigation and consideration of the reasons set forth by the Petitioners, your Committee feel satisfied that the Act sought to be repealed or amended, has not had the effect contemplated; they therefore submit a Bill to repeal an Act, intituled ‘An Act to authorize the widening of Saint John Street and the continuation thereof to Duke Street, in the City of Saint John,’ and to make more effectual provision for the same, to the consideration of the House.

“All which is respectfully submitted.

“I. WOODWARD,
ROBT. D. WILMOT,
JAMES BROWN.

“Committee Room, 8th March, 1848.”

Ordered, That the Report be accepted.

The Bill, as reported by the Committee, being then handed in, was read a first time.

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 His Excellency had been pleased to give his assent to the following Bills, intituled—

An Act to legalize the conveyance of Water to Turner's Grist Mill, in the Parish of Saint Patrick, in the County of Charlotte:

An Act to authorize Her Majesty's Justices of the Peace for the County of York to levy an assessment to pay off the County Debt:

An Act relating to Salt Mines in this Province:

An Act to alter and amend an Act, intituled “An Act to provide for the collection of County and Parish Rates:”

An Act to authorize an assessment upon the Parish of Portland, in the City and County of Saint John, for lighting a part of the said Parish with Gas:

An Act to amend an Act, intituled “An Act for establishing and maintaining a Police Force in the Parish of Portland, in the City and County of Saint John:”

An

An Act to empower the Rector, Church Wardens and Vestry of Saint John Church, in the Parish of Burton, in the County of Sunbury, to dispose of Lots in the New Burial Ground in the said Parish :

An Act to authorize Her Majesty's Justices of the Peace for the County of Albert to designate the Gaol Limits of said County :

An Act to authorize Her Majesty's Justices of the Peace for the County of Charlotte to assess the inhabitants of said County to pay off the County Debt, and to provide for the contingent expenses thereof :

An Act to authorize the Justices of the Peace for the County of Restigouche to levy an assessment to pay off the County Debt:

An Act to establish the Road leading from Roix' Farm, on the Great Road between Saint George and Saint Andrews, to the Great Road between Fredericton and Saint Stephen, as one of the Great Roads of Communication :

An Act to authorize the Mayor, Aldermen and Commonalty of the City of Saint John to purchase or lease a Lot of Land for the purpose of enlarging the Country Market fronting on Charlotte Street, in the said City :

An Act to amend an Act for the establishment and regulation of Boards of Health in the several Counties of this Province:

An Act in addition to an Act to regulate the ungranted Ferries in this Province :

An Act in addition to and in amendment of an Act, intituled "An Act for the more effectual prevention of Fires in the City of Saint John :"

An Act to facilitate the sale and improvement of Crown Lands in certain cases : and

An Act relating to the Trade between the British North American Possessions.

On motion of Mr. Woodward,

The House went into Committee of the whole on a Bill for exempting Bills of Exchange and Promissory Notes from the operation of the Law relating to Usury.

Mr. Boyd 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—

YEAS 15.

NAYS 12.

Whereupon it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed for three months.

The Honorable Mr. L. A. Wilmot moved for leave to bring in a Bill to encourage and facilitate the construction of a Railway from Saint John to Shediac.

Leave granted.

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

On motion of Mr. Ritchie,

The House went into Committee of the whole on a Bill to restrain the amount of commission to be charged and received by the Commissioners of certain Public Establishments in this Province.

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 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, it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed for three months.

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

Report by Moses H. Perley, Esquire, Government Emigration Officer at Saint John, upon the subject of the Fisheries.

On motion of the Honorable Mr. Partelow,

Ordered, That one hundred copies of the said Report be forthwith printed. A

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House that the Council had agreed to The Bill to amend the Law to regulate the proceedings before Justices of the Peace in Civil Suits, as relates to Corporations ;

Without making any amendment thereto.

On motion of Mr. Wilson,

The House went into Committee of the whole on a Bill further to amend the Law relating to Highways.

Mr. Taylor 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.

Friday, 9th March, 1849.

Prayers.

Read a second time—

A Bill relating to the collection of Duty on Timber and other Lumber : and

A Bill to repeal an Act, intituled "An Act to authorize the widening of Saint John Street, and the continuation thereof to Duke Street, in the City of Saint John," and to make more effectual provision for the same.

Read a third time as engrossed,

A Bill for the adjustment of the claims of certain purchasers of Crown Lands.

And upon the question, that the said Bill do now pass, and be sent to the Council for their concurrence, the House divided as follows :—

YEAS.

The Hon. Mr. Wilmot,	Mr. Hayward,
Mr. Barberie,	Tibbits,
Montgomery,	Jordan,
End,	M'Leod,
Vail,	Wark,
Thomson,	Brown,
Woodward,	Boyd,
Taylor,	Porter.

NAYS.

The Hon. Mr. Hanington,
Mr. Read,
Ritchie,
S. Earle,
Botsford,
Steves,
J. Earle,
Cranney.

Whereupon it was carried in the affirmative.

Resolved, thereupon, That the Bill do pass.

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

Mr. Ritchie moved for leave to present a Petition from William K. Reynolds, of the City of Saint John, Mill Owner, praying that an Act of Incorporation may pass to enable him and his associates to construct a Suspension Bridge of Iron Wire across the Falls, at the entrance of the River Saint John, and praying to be heard before the House, or a Committee thereof.

And the Order of the House passed at the last Session, limiting the time for introducing Petitions or Bills of a private nature, being dispensed with in this instance, by reason of the vast importance of the contemplated measure, leave was granted, and the Petition then read.

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

Ordered, That Mr. Ritchie, Mr. Brown, Mr. Woodward, Mr. End, and Mr. Carman, do compose the said Committee.

Mr. Woodward, by leave, presented a Petition from Moses Vernon, Daniel Leavitt, Daniel Ansley, Esquires, and two hundred and eighty others, Freemen and Inhabitants of the City of Saint John, praying that the Petition recently presented to this House, purporting

purporting to emanate from the Mayor, Aldermen and Commonalty of the said City, against amendments in the said Charter, may be referred to a Select Committee of the House to report thereon, for the reasons therein stated; which he read.

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

On motion of Mr. Ritchie,

The House went into Committee of the whole on a Bill to restrain the holding of Parishes in plurality by the Clergy of the Church of England in this Province.

Mr. Hayward 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. Ritchie,

The House went into Committee of the whole on a Bill in admendment of and in addition to an Act, intituled "An Act in addition to an Act, intituled 'An Act to extend the privilege of solemnizing Marriage to all Ministers or Teachers of the several Religious Congregations in this Province.'"

Mr. Woodward 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. Woodward informed the House that Barzillai Ansley, Esquire, the Member returned for the City of Saint John, in the place of the Honorable Robert L. Hazen, who had been appointed to a Seat in Her Majesty's Legislative Council, was in attendance, and prayed to be admitted to his Seat.

Ordered, thereupon, That Mr. Woodward and Mr. R. D. Wilmot be a Committee to attend the Commissioner with Mr. Ansley, and see him qualified.

Mr. Woodward, from the Committee appointed to attend the Commissioner with Mr. Ansley, and see him qualified, reported—That they had attended thereto, and that Mr. Ansley had taken the oath prescribed by Law;

Whereupon Mr. Ansley took his Seat.

On motion of the Honorable Mr. Partelow,

The House again went into Committee of the whole on a Bill imposing Duties for raising a Revenue.

Mr. Hayward 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.

Mr. Ritchie, by leave, presented a Petition from James Kirk and James Robertson, of the City of Saint John, Merchants, Chairman and Secretary to a Public Meeting of the Freeholders, Merchants, Citizens, and Inhabitants, holden in the said City, praying that an Act may pass authorizing the construction of a Railway between that place and Shediac as a public work; which he read.

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

Ordered, That Mr. Ritchie, the Honorable Mr. L. A. Wilmot, the Honorable Mr. Hanington, Mr. End, Mr. Montgomery, Mr. Boyd, Mr. S. Earle, Mr. Woodward, Mr. Hayward, the Honorable Mr. Partelow, and Mr. Cranney, do constitute the said Committee.

On motion of Mr. Boyd,

Resolved, That all matters connected with Railways, and laid before the House, be referred to the aforementioned Committee.

Mr.

Mr. Street, from the Committee appointed on the thirteenth day of February last, to take into consideration the subject of the Lazaretto at Sheldrake Island, 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 Select Committee to whom was referred the Petition presented to the House, relative to the Leper Establishment on Sheldrake Island, in the County of Northumberland, together with the other documents and papers laid before the House by command of His Excellency the Lieutenant Governor, in reference to that Establishment, and to the unfortunate people afflicted with Leprosy, having had the Petition and other documents under consideration, and after giving the subject their best attention, Report—

“That your Committee are of opinion, the Lazaretto on Sheldrake Island has thus far, in a great measure, proved a failure: That it has neither had the effect of keeping the Lepers together, free from intercourse with the other inhabitants, nor of alleviating the sufferings or bettering the condition of the afflicted: That on the contrary, from the insurmountable aversion of the Lepers, their friends, and of the French people generally, to Sheldrake Island, it has been found not only impossible to compel all the Lepers to come to the Lazaretto, but also to prevent those that have been placed there from occasionally escaping therefrom, and returning to their friends in Tracadie: That the friends and connexions of the diseased, from the same cause, have hitherto shewn every disposition to secrete and screen the runaways from detection, rather than subject them to the misery of being sent back to the Island: That your Committee are informed, in many instances, nothing but force, and in some cases violence, could compel these unfortunate people to return to the Establishment: That your Committee are of opinion, the keeping up this Establishment at Sheldrake Island has been and will be attended with an expense to the Province, greatly out of proportion to any good hitherto derived, or likely to be derived therefrom. Under these circumstances, your Committee have turned their attention to the propriety of breaking up the Establishment in question, and of suggesting some other plan by which the sufferings of these unfortunate people may be alleviated and their condition improved, and at the same time the country may be secured, as far as possible, against the evils that might, by possibility, arise from allowing to the Lepers free intercourse with the other inhabitants. With this view, your Committee recommend that a Lazaretto for the Lepers be established at Point au Bouleau, or some other convenient place at or near Tracadie, of a sufficient size for the accommodation of all the Lepers: That from the contiguity of an Establishment thus placed, to the diseased Districts, the aversion of the Lepers to the Lazaretto would vanish, and the difficulty of collecting and keeping them together be removed, and by this means both the interest and inclination of the Lepers, as well as that of their friends and connexions, would combine in keeping the diseased in the Lazaretto, as there could then be no inducement to escape or for their friends to secrete them. In conclusion, your Committee are of opinion, that a Lazaretto of a sufficient size, for the accommodation of all the Lepers, might be erected at Tracadie, with the assistance of the materials that could be taken from the Sheldrake Island Establishment, for a sum not exceeding £300, and that the same might be kept up at an expense not exceeding £460 per annum, as will appear by an Estimate which accompanies this Report, by which it will be perceived, that a very much less sum will be required than for keeping up the present Establishment at Sheldrake Island, besides rendering the condition of these unfortunate sufferers much more comfortable.

“All which is respectfully submitted.

“J. A. STREET,
WILLIAM END,
W. WILSON.
R. THOMSON.

“Committee Room, 8th March, 1849.”

Estimate of the Expense of erecting a Lazaretto at or near Tracadie.

Building,	£200	0	0
Additional Furniture,	50	0	0
Contingencies,	50	0	0
	<hr/>		
	£300	0	0

Annual expenditure of keeping same up, reckoning the number of Lepers at thirty, the greatest number of which there is an account :—

Say thirty Lepers, for Provisions, &c., at £10 each,	£300	0	0
Servant and Keeper,	60	0	0
Fuel and Clothing,	50	0	0
Allowance to Commissioner, to be appointed,	50	0	0
Clergyman,	20	0	0

Total amount of expenditure, per year, with a prospect of being annually reduced, £460 0 0

Ordered, That the Report be accepted ; and
On motion of Mr. Street ; further

Ordered, That so much of the said Report as recommends the appropriation of money, be referred to the Committee of Supply.

Mr. Steves, from the Committee appointed on the thirty first day of January last, to take into consideration the several Petitions from persons praying to be remunerated for services as Teachers of Schools, 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 were referred the sundry Petitions for allowances to Teachers of Schools who have not received any part of the Provincial Grants, Report—

“That one hundred and six Petitions have been referred to them ; and after having examined the same, your Committee recommend that there be granted to the several Teachers in the several Counties in this Province hereinafter named, the following sums for their services :—

IN THE COUNTY OF NORTHUMBERLAND.

To John Lawler the sum of £6 13 4 for four months services as Teacher, ending twenty ninth November, 1848.

To Michael Flinn the sum of £5 for three months services as Teacher, ending in April, 1848.

To Jane Davidson the sum of £10 for six months services as Teacher, ending thirty first December, 1848.

To John Hinchey the sum of £10 for six months services as Teacher, ending first June, 1848.

To David Lynch the sum of £5 for three months services as Teacher, ending twenty third July, 1847.

To Robina Richardson the sum of £5 for three months services as Teacher, ending eighteenth May, 1848.

WESTMORLAND.

To David Horseman the sum of £5 for three months services as Teacher, ending first September, 1848.

To Thomas Baker the sum of £5 for three months services as Teacher, ending twentieth May, 1848.

To William King the sum of £5 for three months services as Teacher, ending fifteenth June, 1848.

To James Johnston the sum of £10 for six months services as Teacher, ending November 1848.

To Patrick Fitzgerald the sum of £10 for six months services as Teacher, ending sixteenth September, 1848.

To Eustash Melongsong the sum of £15 for nine months services as Teacher, ending twenty eighth February, 1848.

To Josiah Wallace the sum of £15 for six months services as first class Teacher, ending in August 1848.

To Dominic Landry the sum of £10 for his services as Teacher for six months, and in full to first January, 1849.

YORK.

To Catherine Carter the sum of £6 13 4 for four months services as Teacher, ending eighth December, 1848.

To George T. Latham the sum of £5 for three months services as Teacher, ending in April 1848.

To

To Jane Moore the sum of £5 for three months services as Teacher, ending in May 1848.

To the Reverend Daniel M'Curdy the sum of £10 for four months services as Teacher, ending thirtieth November, 1848.

To Rachael Martin the sum of £20 for twelve months services as Teacher, ending first December, 1848.

ALBERT.

To Alexander M'Rae the sum of £5 for three months services as Teacher, ending eighteenth October, 1844.

To James S. Witter the sum of £15 for nine months services as Teacher, ending in April 1848.

To Edward Groundwater the sum of £20 for twelve months services as Teacher, ending twenty ninth January, 1849.

KINGS' COUNTY.

To William Kearney the sum of £20 for twelve months services as Teacher, ending first September, 1848.

To John Finan the sum of £20 for twelve months services as Teacher, ending in August 1848.

To Angus M'Phee the sum of £10 for six months services as Teacher, ending tenth January, 1849.

To Mary Ann M'Kenzie the sum of £10 for six months services ending twenty fifth February, 1848.

SAINT JOHN.

To Sarah Ann Turner the sum of £20 for twelve months services as Teacher, ending thirty first January, 1849.

CARLETON.

To John Cuten the sum of £5 for three months services as Teacher, ending in September 1848.

To Elizabeth M'Indoe the sum of £20 for twelve months services as Teacher, ending and in full to first January, 1849.

To Grigor M'Gregor the sum of £10 for six months services as Teacher, ending sixteenth May, 1848.

CHARLOTTE.

To Robert Grant the sum of £6 13 4 for four months services as Teacher, ending in April 1848.

To Mary O'Neil the sum of £11 13 4 for seven months services as Teacher, ending in November 1848.

To William Weatherill the sum of £5 for three months services as Teacher, ending seventh July, 1848.

To Timothy Hart the sum of £6 13 4 for four months services as Teacher, ending in October 1848.

To Elizabeth Chesley, late Elizabeth Albee, the sum of £20 for twelve months services as Teacher, ending first November, 1848.

To Charles M'Guire the sum of £13 6 8 for eight months services as Teacher, in full to first January, 1849.

To Lydia Thompson the sum of £20 for twelve months services as Teacher, ending third October, 1848.

To Thomas Haverty the sum of £10 for six months services as Teacher, ending eighteenth June, 1841.

To Barbara Morrison the sum of £10 for six months services as Teacher, ending eighteenth July, 1848.

To Sarah Kelley the sum of £13 6 8 for eight months services as Teacher, ending first June, 1848.

To Eliza R. Dewolf the sum of £5 for three months services as Teacher, ending eighth December, 1847.

To Flora M'Kenzie the sum of £30 for eighteen months services as Teacher, ending twenty fourth November, 1848.

To

To Rachel Turner the sum of £10 for six months services as Teacher, ending in July 1848.

To Mary S. Bill the sum of £10 for six months services as Teacher, ending first December, 1846.

KENT.

To Francis Gotoreau the sum of £10 for six months services as Teacher, ending in June 1847.

To John Le Blanc the sum of £20, in full for his services as Teacher to first January, 1849.

To Peter Amireaux the sum of £6 13 4 for four months services as Teacher, ending fifteenth March, 1848.

To Elizabeth W. Grannel the sum of £5 for three months services as Teacher, ending in August 1846.

To Catherine Howlet the sum of £10 for six months services as Teacher, ending in July 1848.

To Francis Gotoreau the sum of £20 for his services as Teacher for twelve months, and in full to thirty first December, 1848.

To Ann Mooney the sum of £10 for six months services as Teacher, ending twenty fourth October, 1848.

To Joseph Bristol the sum of £10 for six months services as Teacher, ending in August 1848.

To Gabriel Herbert the sum of £10 for six months services as Teacher, ending fifteenth November, 1848.

QUEENS' COUNTY.

To Robie Skinner the sum of £10 for six months services as Teacher, ending in June 1848.

To Cornelia O. Flewelling the sum of £10 for six months services as Teacher.

To James F. Goldrup the sum of £20 for twelve months services as Teacher, ending first July, 1848.

To John Caldwell, Samuel Skinner, and John Case, Trustees of Schools for the Parish of Wickham, the sum of £20 to enable them to pay Stephen Huggard for having taught a School for twelve months ending twenty fourth December, 1848.

GLOUCESTER.

To Horatio G. Howard the sum of £5 for three months services as Teacher, ending eighth July, 1848.

To William Lalor the sum of £5 for three months services as Teacher, ending twenty seventh June, 1848.

RESTIGOUCHE.

To Donald Downie the sum of £20 for twelve months services as Teacher, ending thirty first January, 1849.

SUNBURY.

To Richard Bartlett the sum of £3 6 8 for his services as Teacher, ending third February, 1849.

“ Your Committee have rejected the following Petitions, viz :—

FROM CHARLOTTE COUNTY.

Hugh Copely,	Not licenced.
Eliza Carlisle,	Not certified by Trustees.
Sophia Flagg,	Not licenced.
Mary Jane Bixby,	Not properly certified.
Edward Iago,	Not satisfactorily certified.

SAINT JOHN.

George Cummins,	Not licenced.
John Baird,	Not licenced.
Catherine M. Chamberlain,	Not licenced.
Penelope Herring,	Not licenced.
Martha Carr,	Not licenced.
William W. Anderson,	Not certified by Trustees.

John

John M'Court,	Not certified by Trustees.
David Bates,	Not certified.
Michael Donovan,	Not appearing to be licenced.
John Walsh,	Not licenced.
Michael Turney,	Not certified by Trustees.

KINGS' COUNTY.

Charlotte Wilson,	Not licenced.
Jacob Corey,	Not licenced.
John Ring,	Not properly certified.
Mary M. Leggett,	Not licenced.
Daniel Keleher,	Not licenced.
Amos Keith,	Not licenced.
Sarah Ann Dysart,	Not licenced.
Daniel M'Keel,	Not appearing to be licenced.

QUEENS' COUNTY.

Thomas Wetherell,	Remunerated last Session.
Donald M'Donald,	Not licenced.
George M'Leod.	Not appearing to be licenced.

SUNBURY.

William Melley,	Not certified.
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YORK.

Charlotte H. Turner,	Not licenced.
Simeon Porter,	Not appearing to be licenced, and not properly certified.

Joseph Pickard,	Not properly certified.
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CARLETON.

Thomas G. Bourne,	Not licenced.
E. W. Cripps,	Not licenced.
William Kermott,	Not licenced.

NORTHUMBERLAND.

William Wilson,	It not appearing that he was continually engaged in the School during the period mentioned.
William Jackson,	Not licenced.
John Henderson,	Not licenced.
Ann Stewart,	Not certified by Trustees.
Margaret M'Donald,	Not licenced.
David Lynch,	Not licenced.

WESTMORLAND.

Elizabeth Doiron,	Not licenced.
William F. Brand,	Not licenced.

ALBERT.

James F. Woodman,	Not licenced.
Lawrence O'Regan,	Not certified by Trustees of Schools.

RESTIGOUCHE.

John M'Gregor,	Not licenced.
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"Of the above one hundred and six Petitions, sixty one have been passed and forty five rejected.

"All which is respectfully submitted.

"W. H. STEVES,
W. H. BOTSFORD,
JOHN JORDAN,
WILLIAM END,
JAMES TAYLOR,
S. Z. EARLE,
CHARLES CONNELL.

"Committee Room, 8th March, 1848."

Ordered, That the Report be accepted; and

On motion of Mr. Steves ; further

Ordered, That so much of the said Report as recommends the appropriation of money be referred to the Committee of Supply.

On motion of Mr. Boyd,

The House again went into Committee of the whole on a Bill sent down from the Legislative Council, intituled "An Act in further amendment of the Acts relating to the Incorporation of the Saint Andrews and Quebec Rail Road Company."

Mr. Taylor 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 an amendment thereto, and then agreed to the said Bill.

Ordered, That the Report be accepted.

The amendment being handed in at the Clerk's Table, was then read a first time, and is as follows :—

At A expunge the whole of the fifth Section.

The said amendment was then read a second time.

Ordered, That the said amendment be engrossed, and the Bill, as amended, read a third time to-morrow.

On motion of Mr. Street,

The House went into Committee of the whole on a Bill sent down from the Legislative Council, intituled "An Act to repeal the several Acts of Assembly relating to Bankruptcy 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 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, Master in Chancery, informed the House that the Council had agreed to

The Bill to alter and amend an Act, intituled "An Act relating to the Clerk of the Pleas ;"

Without making any amendment thereto.

And that they had also passed

A Bill, intituled "An Act to consolidate and improve the Laws relating to the administration of Criminal Justice ;"

To which they desire the concurrence of the Assembly.

The Bill sent down from the Legislative Council was then read a first time.

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

Saturday, 10th March, 1849.

Prayers.

Read a second time—

A Bill sent down from the Legislative Council, intituled "An Act to consolidate and improve the Laws relative to the administration of Criminal Justice."

According to the Order of the Day, the Bill sent down from the Legislative Council, intituled "An Act in further amendment of the Acts relating to the Incorporation of the Saint Andrews and Quebec Rail Road Company," 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. Boyd return the Bill 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 in the said amendment.

Read

Read a third time as engrossed,
A Bill to restrain the holding of Parishes in plurality by the Clergy of the Church of England in this Province.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill in amendment of and in addition to an Act, intituled "An Act in addition to an Act, intituled 'An Act to extend the privilege of solemnizing Marriage to all Ministers and Teachers of the several Religious Congregations in this Province.'"

Resolved, That the Bill do pass.

Ordered, That Mr. Ritchie also take this Bill to the Council and desire their concurrence thereto.

Mr. R. D. Wilmot moved for leave to bring in a Bill for the encouragement of the Fisheries of this Province.

Leave granted.

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

Mr. R. D. Wilmot moved for leave to bring in a Bill to provide for the more efficient supply of Seamen in this Province.

Leave granted.

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

On motion of Mr. End,

Resolved, That Mr. Ritchie be appointed, on the part of this House, a Member of the Joint Committee of the Legislative Council and Assembly, to have the care and management of the Legislative Library, in the place of the Honorable Robert L. Hazen, appointed to a Seat in the said Council.

Ordered, That Mr. End do communicate the same to the Council.

On motion of the Honorable Mr. L. A. Wilmot,

The House went into Committee of the whole on a Bill sent down from the Legislative Council, intituled "An Act to consolidate and improve the Laws relative to the administration of Criminal Justice."

Mr. Taylor 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. S. Earle, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of the seventh day of March instant, requesting Returns from the Clerks of the Peace in the several Counties, of the sums received under the Act 9 Victoria, Chapter 52, to provide for the necessities occasioned by the failure of the Potato Crop, and of the expenditure thereof by the Commissioners appointed by the Sessions, reported—That they had attended thereto, and that His Excellency was pleased to say, he would cause the same to be laid before the House.

Mr. Vail, by leave, presented a Petition from the Reverend Thomas M'Ghee, Daniel Sheck, Isaac Foshay, and three hundred and thirty five others, inhabitants of Kings' County, praying that measures may be adopted for obtaining means, by Loan or otherwise, for the construction of so much of the Trunk Line of Railway as will pass through this Province, and for the highly important Branch thereof from Shediac to Saint John; which he read.

Ordered, That the said Petition be received and referred to the Select Committee appointed yesterday to take into consideration the subject of Railways, to report thereon.

On motion of Mr. Woodward,

The House went into Committee of the whole on a Bill to repeal an Act, intituled "An Act to authorize the widening of Saint John Street, and the continuation thereof to Duke Street, in the City of Saint John," and to make more effectual provision for the same.

Mr.

Mr. Cranney 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 Monday morning next at 10 o'clock.

Monday, 12th March, 1849.

Prayers.

Read a second time—

A Bill for the encouragement of the Fisheries of this Province: and

A Bill to provide for a more efficient supply of Seamen in this Province.

Mr. Connell, by leave, presented a Petition from Rufus S. Demill, James R. Tupper, John Dibblee, Richard English, and six hundred and sixty others, of the County of Carleton, praying that the House will take under their consideration the propriety of adopting measures to improve the Navigation of the River Saint John, with the view of throwing open the Inland Communication by Steam between the Bay of Fundy and the River Saint Lawrence; which he read.

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

On motion of Mr. Boyd,

The House again went into Committee of the whole on a Bill to authorize the issue of Scrip on the faith and credit of the Province, to be employed towards the building and completing the Rail Road from Saint Andrews to Woodstock.

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 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.

Mr. Carman, from the Committee appointed on the second day of February last, to take under consideration a Petition from the Reverend Samuel Thomson, relative to the purchase of Crown Land by the late John M'Master, deceased; to which Committee was referred a Petition from Richard M'Gee for relief in reference to a Land purchase, 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 was referred the Petition of the Reverend Samuel Thomson, of the Parish of Saint George, in the County of Charlotte, A. M., praying that a sum of money paid by the late John M'Master towards the purchase of Crown Lands, may be returned to him as Administrator or the Estate, or that a certain quantity of Land may be granted to him, report—

“That the subject of the Petition received the attention of a Committee of your Honorable House at the last Session, on which two Members of the present Committee then acted, and submitted a Report, which will be found on the 315th page of the Journals of last Session. From a certificate under the Seal of the Surrogate Court of said County, it appears that the Estate of John M'Master is indebted to the Administratrix in the sum of £49 11 2½; it also appears to your Committee, that the claim of the Crown against James Campbell has been satisfied; it further appears to your Committee, that the Land on Clarence Hill has been pillaged of the Lumber, and therefore of comparatively little value: Your Committee therefore recommend, that there be granted to the Petitioner two hundred and twenty five acres of Land in any part of the County of Charlotte which he may select, and that a sum be voted in Supply sufficient to pay for that quantity of Land at five shillings per acre.

“Your

“Your Committee have also had under their consideration the Petition of Richard M'Gee, which was referred to them, but they cannot recommend a compliance with the prayer thereof.

“W. CARMAN,
W. J. RITCHIE,
GEO. HAYWARD.

“Committee Room, 9th March, 1849.”

Ordered, That the Report be accepted; and

On motion of Mr. Carman; further

Ordered, That the said Report be referred to the Committee of Supply.

Mr. Ritchie, from the Committee appointed on the ninth day of March instant, to take into consideration a Petition from William K. Reynolds, relative to the construction of a Bridge of Iron Wire across the Falls at the entrance of the River Saint John, reported—That they had the matter before them, and prepared a Bill under the Title of—“A Bill to incorporate the Saint John Suspension Bridge Company,”—which he was directed to submit to the House.

Ordered, That the Report be accepted.

The Bill, as reported by the Committee, was then handed in and read a first time.

On motion of the Honorable Mr. L. A. Wilmot,

The House again went into Committee of the whole on a Bill sent down from the Legislative Council, intituled “An Act to consolidate and improve the Laws relative to the administration of Criminal Justice.”

Mr. Taylor 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 read a third time to-morrow.

On motion of the Honorable Mr. Partelow,

The House went into Committee of the whole on a Bill further to continue an Act to provide for the prompt payment of all demands upon the Provincial Treasury.

Mr. Woodward 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. Taylor,

Resolved, That the House do now go into Committee of the whole on a Bill to alter and enlarge parts of three Parishes in the County of York, and to erect a separate Parish therein.

To which Mr. Baillie moved as an amendment—To expunge the word “now,” and insert the words “this day three months.”

And upon the question, it was carried in the affirmative, and the further consideration of the said Bill accordingly postponed for three months.

On motion of Mr. Taylor,

Resolved, That the House do now go into Committee of the whole on a Bill to alter and amend an Act, intituled “An Act to provide for the erection of an Alms House and Work House within the County of York, and for making Rules and Regulations for the management of the same.”

To which Mr. Baillie moved as an amendment—To expunge the word “now,” and substitute the words “this day three months.”

And upon the question, it was carried in the affirmative, and the further consideration of the said Bill accordingly postponed for three months.

The Honorable Mr. Fisher, by leave, presented a Petition from the Corporation of the City of Fredericton, praying certain amendments in the Act incorporating the said City, and that the Bill now before the House to amend the said Act may not pass into a Law: 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.

Tuesday, 13th March, 1849.

Prayers.

Read a second time—

A Bill to incorporate the Saint John Suspension Bridge Company.

Read a third time as engrossed,

A Bill further to continue an Act to provide for the prompt payment of all demands upon the Provincial Treasury.

Resolved, That the Bill do pass.

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

According to the Order of the Day, the Bill sent down from the Legislative Council, intituled "An Act to consolidate and improve the Laws relative to the administration of Criminal Justice," was read a third time.

Resolved, That the House do agree thereto.

Ordered, That Mr. Taylor return the Bill to the Council and acquaint them therewith.

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

Report from Marshal d'Avray, Esquire, to the Provincial Board of Education, relative to the Training and Model Schools.

[*See Appendix.*]

Auditor General's Report on the Accounts of the Board of Health for Gloucester and Northumberland, of expenditures at the Lazaretto on Sheldrake Island during the year 1848.

[*See Appendix.*]

Return from Central Bank for the period ending on the fifth day of March instant.

[*See Appendix.*]

On motion of the Honorable Mr. L. A. Wilmot,

Ordered, That the Preliminary Report of John Wilkinson, Esquire, on the proposed Line of Railway between the City of Saint John and the Harbour of Shediac, which was laid before the House on the sixth day of March instant, by command of His Excellency the Lieutenant Governor, be forthwith printed, and that the Printer do furnish one hundred copies thereof.

On motion of the Honorable Mr. Partelow,

The House again went into Committee of the whole on a Bill imposing Duties for raising a Revenue.

Mr. Hayward 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 Table or Schedule of Articles subject to Duties, and Exemptions therefrom, was under their consideration—

When it was moved, in reference to the article of "Cheese," that the blank be filled up with the sum of *Nine shillings and four pence per hundred weight.*

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

YEAS.		NAYS.	
The Hon. Mr. Wilmot,	Mr. R. D. Wilmot,	Mr. Boyd,	Mr. Read,
The Hon. Mr. Hanington,	Connell,	Carman,	Montgomery,
The Hon. Mr. Partelow,	Wilson,	Brown,	Barberie,
Mr. Tibbits,	Taylor,	Cranney,	Street,
Botsford,	S. Earle,	Porter,	Thomson.
Steves,	Wark,	Woodward,	
Smith,	Jordan.	Ritchie,	

Whereupon it was carried in the affirmative, and the Duty on "Cheese" fixed at *Nine shillings and four pence per hundred weight.*

The

The articles of "Meats, salted and cured," being then under the consideration of the Committee—

A motion was made to fill up the blank with the sum of *Two shillings and six pence per hundred weight*.

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

YEAS.		NAYS.	
Mr. Boyd,	Mr. Montgomery,	The Hon. Mr. Wilmot,	Mr. Connell,
Wark,	Barberie,	The Hon. Mr. Partelow,	Taylor,
Porter,	End,	The Hon. Mr. Hanington,	Wilson,
Cranney,	Woodward.	Mr. Botsford,	Street,
Carman,		Steves,	J. Earle,
Thomson,		Smith,	S. Earle,
Ritchie,		Jordan,	Tibbits,
Read,		R. D. Wilmot,	Brown.

Whereupon it was decided in the negative.

It was then moved—That the blank be filled up with the sum of *Four shillings and eight pence*.

Upon this question, the Committee again divided—

YEAS 15.

NAYS 12.

And so it was carried in the affirmative, and the Duty on "Meats, salted and cured," fixed at that sum.

The article of "Wines," was then under consideration ;

When it was moved—That a Duty of *Two shillings per gallon, and Ten per centum, ad valorem*, should be imposed thereon.

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

YEAS.		NAYS.	
The Hon. Mr. Partelow,	Mr. Cranney,	The Hon. Mr. Hanington,	Mr. Wark,
The Hon. Mr. Fisher,	Street.	Mr. Botsford,	Thomson,
The Hon. Mr. Wilmot,		Steves,	Brown,
Mr. Barberie,		Smith,	Porter,
Montgomery,		Landry,	Boyd,
Read,		Ritchie,	Carman,
R. D. Wilmot,		Connell,	Jordan,
Woodward,		Taylor,	J. Earle.
S. Earle,		Tibbits,	

Whereupon it was decided in the negative.

It was then moved—That the Duty on "Wines" be *Two shillings and six pence per gallon, with Ten per centum, ad valorem*.

Upon this question, the Committee again divided as follows:—

YEAS.		NAYS.	
The Hon. Mr. Speaker,	Mr. Taylor,	The Hon. Mr. Partelow,	
The Hon. Mr. Wilmot,	Street,	Mr. Montgomery,	
The Hon. Mr. Fisher,	Woodward,	Read,	
The Hon. Mr. Hanington,	S. Earle,	Carman,	
Mr. Botsford,	Tibbits,	Cranney.	
Steves,	Wark,		
Smith,	Thomson,		
Landry,	Brown,		
Ritchie,	Porter,		
Jordan,	Boyd,		
R. D. Wilmot,	J. Earle.		
Connell,			

And so it was carried in the affirmative, and the Duty on "Wines" fixed at those rates.

A motion was then made—To insert in the Table of Articles subject to Duty, under consideration, "Wheat Flour."

And

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

YEAS.		NAYS.
The Hon. Mr. Wilmot,	Mr. Jordan,	The Hon. Mr. Fisher,
The Hon. Mr. Partelow,	Street,	Mr. Montgomery,
The Hon. Mr. Hanington,	Ansley,	Read,
Mr. Barberie,	Connell,	Woodward,
Steves,	J. Earle,	Wark,
Botsford,	Ritchie,	Carman,
Smith,	Taylor,	Brown,
Landry,	Gilbert,	Porter,
Wilson,	M'Leod,	Boyd,
Vail,	S. Earle.	Thomson,
R. D. Wilmot,		Cranney.

Whereupon it was carried in the affirmative; and

It was then moved—That a Duty of *Two shillings per barrel* be imposed upon "Flour."

Upon this question, the Committee again divided as follows:—

YEAS.		NAYS.
The Hon. Mr. Wilmot,	Mr. Street,	The Hon. Mr. Fisher,
The Hon. Mr. Partelow,	Connell,	Mr. Ritchie,
The Hon. Mr. Hanington,	J. Earle,	Woodward,
Mr. Smith,	Taylor,	Carman,
Steves,	Gilbert,	Thomson,
Wilson,	M'Leod,	Wark,
Botsford,	S. Earle,	Brown,
Vail,	Jordan,	Cranney,
Ansley,	Tibbits.	Porter,
R. D. Wilmot,		Boyd,
		Mr. Barberie,
		Montgomery,
		Read,
		Landry.

And so it was carried in the affirmative, and the Duty on "Flour" fixed at *Two shillings per barrel*.

The articles of "Boots and Shoes" were then under the consideration of the Committee; when

It was moved—That a Duty of *Ten per centum* be imposed thereon.

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

YEAS.		NAYS.
The Hon. Mr. Hanington,	Mr. Wark,	The Hon. Mr. Partelow,
The Hon. Mr. Fisher,	Brown,	The Hon. Mr. Wilmot,
Mr. Barberie,	Cranney,	Mr. Baillie,
Montgomery,	Carman,	Jordan,
Read,	Thomson.	Wilson,
Steves,		Connell,
Ritchie,		Ansley,
Woodward,		Botsford,
Boyd,		Vail,
Porter,		R. D. Wilmot,
		Mr. Street,
		J. Earle,
		Taylor,
		Miles,
		Smith,
		Gilbert,
		M'Leod,
		Tibbits,
		S. Earle.

Whereupon it was decided in the negative.

A motion was then made—To impose a Duty upon "Boots and Shoes" of *Twenty per centum*.

Upon this question, the Committee again divided as follows:—

YEAS.		NAYS.
The Hon. Mr. Partelow,	Mr. Street,	The Hon. Mr. Hanington,
The Hon. Mr. Wilmot,	Taylor,	The Hon. Mr. Fisher,
Mr. Jordan,	Miles,	Mr. Barberie,
Wilson,	Baillie,	Montgomery,
Ansley,	Smith,	Read,
Connell,	Tibbits,	Steves,
Botsford,	Gilbert,	Ritchie,
Vail,	M'Leod,	Woodward,
R. D. Wilmot,	S. Earle.	Wark,
J. Earle,		Brown,
		Mr. Cranney,
		Carman,
		Boyd.

And so it was carried in the affirmative, and the Duty on "Boots and Shoes" determined at that rate.

The article of "Biscuit" was then under the consideration of the Committee; when It was moved—That there be imposed a Duty of *Ten per centum* thereon.

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

YEAS.

The Hon. Mr. Wilmot,	Mr. Connell,
The Hon. Mr. Hanington,	Street,
The Hon. Mr. Partelow,	J. Earle,
Mr. Ansley,	Taylor,
Steves,	Woodward,
Jordan,	Tibbits,
Wilson,	Smith,
Botsford,	Gilbert,
Ritchie,	M'Leod,
Vail,	S. Earle.
R. D. Wilmot,	

NAYS.

The Hon. Mr. Fisher,	Mr. Porter,
Mr. Barberie,	Boyd.
Montgomery,	
Read,	
End,	
Baillie,	
Carman,	
Wark,	
Thomson,	
Brown,	
Cranney,	

Whereupon it was carried in the affirmative, and the Duty on "Biscuit" determined at the rate of *Ten per centum*.

The rate of Duty to be imposed upon "all other Goods, Wares and Merchandize not otherwise charged with Duty, and not declared to be free of Duty," was under the consideration of the Committee; when

It was moved—That the same be *Five per centum*; and

Upon this question, the Committee divided as follows:—

YEAS.

Mr. Barberie,
Montgomery,
Read,
Ritchie,
Street,
End,
Wark,
Carman,
Cranney,
Porter,
Boyd.

NAYS.

The Hon. Mr. Wilmot,	Mr. Jordan,
The Hon. Mr. Partelow,	Connell,
The Hon. Mr. Hanington,	Ansley,
The Hon. Mr. Fisher,	Taylor,
Mr. J. Earle,	R. D. Wilmot,
Steves,	Woodward,
Wilson,	Gilbert,
Smith,	M'Leod,
Botsford,	Tibbits,
Vail,	Thomson,
S. Earle,	Brown.

Whereupon it was decided in the negative.

It was then moved—That the said Duty be *Seven and one half per centum*.

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

YEAS.

The Hon. Mr. Wilmot,	Mr. Connell,
The Hon. Mr. Partelow,	Ansley,
The Hon. Mr. Fisher,	R. D. Wilmot,
The Hon. Mr. Hanington,	Gilbert,
Mr. Steves,	M'Leod,
Wilson,	Tibbits,
Smith,	Thomson,
Botsford,	Brown,
Vail,	Baillie,
S. Earle,	J. Earle.
Jordan,	

NAYS.

Mr. Barberie,	Mr. Porter,
Montgomery,	Boyd.
Read,	
Ritchie,	
Street,	
Taylor,	
End,	
Woodward,	
Wark,	
Carman,	
Cranney,	

Whereupon it was carried in the affirmative, and the Duty on unenumerated articles, determined at *Seven and one half per centum*.

That the Committee then having settled the Scale of Duties, and gone through the several enacting clauses of the said Bill, had agreed to the same.

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

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, communicated the following:—

“*Legislative Council Chamber, 13th March, 1849.*”

“*Resolved, That the Honorable Mr. Hazen be appointed a Member of the Joint Committee of this House and the Assembly for the management of the Legislative Library, in the place of the Honorable Mr. Saunders.*”

“G. BOTSFORD, Clerk.”

And he then informed the House that the Council had agreed to

The Bill to provide for the more effectually repairing the Roads and Bridges in the Parishes of Campo Bello and Grand Manan;

Without making any amendment thereto.

And that they had also agreed to

The Bill for the reduction of Judicial Salaries in this Province.

And they had agreed to

The Bill to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes: and

The Bill for the encouragement of the York and Carleton Mining Company; With amendments, to which they desire the concurrence of the Assembly.

And he also informed the House, that the Council had agreed to the amendments sent up from the Assembly to—

The Bill, intituled “An Act to consolidate and amend the several Acts relating to the Criminal Law of this Province, so far as relates to the definition of certain indictable offences, and the punishment thereof:” and

The Bill, intituled “An Act in further amendment of the Acts relating to the Incorporation of the Saint Andrews and Quebec Rail Road Company.”

And he further informed the House that the Council had passed—

A Bill, intituled “An Act to facilitate the performance of the duties of the Justices of the Peace out of Sessions within this Province, with respect to Summary Convictions and Orders:” and

A Bill, intituled “An Act in further amendment of the Law relating to the Registry of Deeds and other Instruments;”

To which they also desire the concurrence of the Assembly.

The Bills sent down from the Legislative Council, were then severally read a first time.

The amendment made by the Legislative Council to—The Bill to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes,—was read a first and second times, and is as follows:—

At A towards the end of Section V. insert the words, “extend to the repeal of any of the said recited Acts, so far as they or any of them repeal any former Act or Acts, or to.”

Ordered, That the said 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 encouragement of the York and Carleton Mining Company,—were severally read a first time.

And upon the question, that the House proceed to take the same into consideration, and they be now read a second time, it was decided in the negative.

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

Wednesday, 14th March, 1849.

Prayers.

Read a second time, the following Bills sent down from the Legislative Council, viz :

A Bill, intituled " An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions within this Province, with respect to Summary Convictions and Orders : " and

A Bill, intituled " An Act in further amendment of the Law relating to the Registry of Deeds and other Instruments. "

According to the Order of the Day, the amendment made by the Legislative Council to—The Bill to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes,—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.

Mr. End, by leave, presented a Petition from John Doran, Hugh A. Caie, Esquires, and one hundred and nineteen others, inhabitants of the lower Districts of the County of Gloucester, praying that an Act may pass to restrict the exportation of Grain and Potatoes from that County for a limited period, for the reasons therein mentioned ; which he read.

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

Mr. End moved for leave to bring in a Bill to prevent the exportation of Grain and Potatoes from the County of Gloucester for a limited period.

And upon the question, the House divided—

YEAS 3.

NAYS 33.

Whereupon it was decided in the negative.

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Partelow, 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, 12th March, 1849.

" EDMUND HEAD.

" The Lieutenant Governor lays before the House, the copy of a Despatch which he has received from the Secretary of State for the Colonies, relative to the repayment of the balance of expenditure for relief of destitute Emigrants in the year 1847.

" E. H."

This Despatch being read at the Clerk's Table, is as follows :—

(Copy—No. 115.)

Downing Street, 23d February, 1849.

SIR,—Having referred your Despatch, No. 10, of the 16th January last, for the consideration of the Lords Commissioners of the Treasury, their Lordships have informed me, in answer, that the Officer in charge of the Commissariat at New Brunswick, has been directed to make a further repayment to the Provincial Treasury, on account of expenditure for the relief of destitute Emigrants from the United Kingdom in the year 1847, of the sum of £7,108 9 8, being in full of the amount of £14,518 9 8 expended from the Provincial Funds for that service.

I am, Sir,

Your most obedient servant,

(Signed)

GREY.

Lieut. Governor Sir E. Head, Bart.

On motion of the Honorable Mr. Fisher,

The House went into Committee of the whole on a Bill to provide for the improvement of the Navigation of the River Saint John.

Mr. Cranney 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.

Mr. Brown, from the Finance Committee, 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 to take into consideration all matters relating to the Finances of the Province, have prepared an Estimate of the Revenue of the present year, which they beg leave to submit: They set the Light House, Marine Hospital, and Emigrant Funds, against the respective charges on the same, and are of opinion, that the Revenue, arising from other sources, may be estimated as follows:—

Ordinary Revenues, Auction Duties, and Pedlars' Licences,	£66,901	0	0
Land Sales,	7,000	0	0
Export Duties,	16,000	0	0
Loan Fund,	4,500	0	0
Supreme Court Fees,	700	0	0
	£95,101	0	0

"From this sum, deduct the sums payable by Legislative enactments, and not usually granted in Supply—

Civil List,	£14,500	0	0
Master of the Rolls,	800	0	0
Judges' Travelling Charges,	250	0	0
Clerk of the Pleas,	900	0	0
Clerk of the Circuits,	250	0	0
Supreme Court Reporter,	50	0	0
College,	1,100	0	0
Old Soldiers and Widows,	1,000	0	0
Sixth Instalment of Loan,	6,000	0	0
Interest on balance of Loan,	2,970	0	0
Interest on Savings' Bank Deposit,	1,800	0	0
Interest on Cash Credit and Loan in the Bank of New Brunswick,	1,980	0	0
Militia Expenses,	425	0	0
Members of Legislature,	3,200	0	0
		35,225	0 0
Leaving the amount to be granted in Supply,		£59,876	0 0

"Respectfully submitted.

"JAMES BROWN,
DAVID WARK,
ROBT. D. WILMOT.

"Committee Room, 14th March, 1849."

Ordered, That the Report be accepted.

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

Copy of a Despatch from the Secretary of State for the Colonies, with a Report from Her Majesty's Commissioners of Railways, upon the contemplated Line between Halifax and Quebec.

These Documents being read at the Clerk's Table, are as follow:—

(Copy—No. 105.)

Downing Street, 26th January, 1849.

SIR,—I think it right to transmit, for your information, the enclosed copy of a Report which has been made by Her Majesty's Commissioners of Railways, containing such observations as occurred to them, upon the proposed Line of Railway between Halifax and Quebec; but I abstain from making any remarks on these observations until Her Majesty's Government shall have had an opportunity of considering, simultaneously, the communications received or expected on this important subject from the neighbouring Provinces, as well as from your own Government.

I am, &c.

(Signed)

GREY.

Office of Commissioners of Railways,
Whitehall, January 12, 1849.

SIR,—I have been directed by the Commissioners of Railways to acknowledge the receipt of your Letter of the 22d of November, transmitting for their consideration, a copy of a Report by Major Robinson of the Royal Engineers, on a proposed Line of Railway between Halifax and Quebec, and other documents connected therewith, and requesting them to endeavour to ascertain whether the estimate in that Report of the probable cost of the work and of the return to be expected from it may be relied upon; and I am to inform you that the Commissioners have carefully considered the subjects referred to them, and have directed me to make the following observations for the consideration of Lord Grey, which are chiefly founded on the facts contained in the Report, as they have but little other data on which to rest their opinion.

With respect to the estimate given by Major Robinson of the cost of the proposed works, they consider that where so long a line is concerned, the average, which he has taken from the actual cost of other lines as nearly similar as possible in their character, affords good data for an estimate; and they therefore concur in the conclusion he has drawn from the average cost of the completed Railways in Massachusetts, and believe that, with prudent management, a single Line of Railway between Halifax Harbour and the Saint Lawrence, opposite Quebec, if gradually constructed from each end, might be properly completed and supplied with a moderate plant for £5,000,000; but they fear that this sum would not be found sufficient if it be endeavoured, by locating large working parties on different parts of the proposed line, to expedite its construction, for the expenses attendant on forming the necessary establishments for the labourers, on forwarding them thereto, and on providing for them during the season when their labour could not be fully employed on the line, would probably be very great, and any expenditure which may be thus incurred can hardly be considered as provided for in the above estimate.

With respect to the probable return upon this capital, Major Robinson, it appears, considers that "there are very good general grounds upon which to form an opinion that ultimately, if not at once, the line will, in a commercial point of view, be a very productive one;" but after giving this question the fullest consideration, so far as they possess the means to do so, the Commissioners are disposed to think that, although in a military and political point of view the completion of a Railway between Halifax and Quebec may be of great importance, that as a commercial undertaking it is very doubtful whether it can, at least for a long time to come, prove profitable.

The Commissioners agree with Major Robinson in not attaching much importance to the direct intercourse between Halifax and Quebec; the passenger traffic between two cities, having respectively 45,000 and 25,000 inhabitants, and situated at the extremities of a Railway 635 miles in length, would be quite insignificant, and there are no Towns of any size between the termini. The productions also of the several Provinces of British America are not of a nature to offer a prospect of any important interchange of commodities between them until new branches of industry have sprung up.

It is anticipated, apparently, that the principal immediate revenue would be derived from the transport of the agricultural produce of the western part of Upper Canada and of the parts adjacent thereto of the United States, to Halifax for exportation; that the construction of the Railway would lead to the rapid settlement of the Province of New Brunswick, and the developement of its agricultural and other resources; that the Cumberland coal field, which is crossed by the line, would occasion a considerable traffic; and that the increased value likely to accrue to the ungranted lands adjacent to the Railway would be equivalent to a considerable diminution in the cost of its formation. But it is difficult to believe that the agricultural produce from the Settlements on the Lakes of Upper Canada, when either the lateness of the season or the rate of freight at Montreal prevents its shipment at that Port, will be forwarded by the circuitous route of the Saint Lawrence to Quebec, and thence by Railway to Halifax, instead of by the more direct existing communications through New York and Boston, or by that which the Montreal and Portland Railway, now constructing, will afford, especially when the Differential Duty which at present favours the exportation from a British Colonial Port has ceased; the early closing and the late opening of the navigation between Upper Canada and Quebec, on which the proposed Railway would be dependent for its connection with the west, would also induce Merchants in this country to send their orders in the spring and autumn as well as in the winter, to New York, Boston, or Portland, instead of to Halifax.

It is easy to understand that Montreal may be an important depôt for the commerce of the district round the western lakes, and be able to share it with those ports of the United States upon the lakes which have communication by Railways or inland navigation with the Atlantic; but it appears improbable that Quebec should obtain an important share of this trade. Produce at Montreal will be ready to be forwarded by the Saint Lawrence when freights are low, or to Portland, by a Railway one half the length of that proposed between Quebec and Halifax; and the difference in freight and insurance at Halifax and Portland could not compensate for the additional water carriage of 180 miles between Montreal and Quebec, and the transport over 300 additional miles of Railway.

That the construction of the proposed line would tend to expedite the settlement of New Brunswick there can be no doubt, but the Commissioners fear that a long time would elapse before this effect could be produced to a sufficient extent to make the Railway profitable, or even to affect materially the value of the land. Although the Provinces of British North America have had for a long time a considerable advantage with respect to the duties on which their produce was admitted into this country, and although a few years ago the produce of the United States was entirely excluded from our West

India Colonies, it nevertheless appears that neither New Brunswick nor Nova Scotia can at present feed their own small population, and that the price, which in the principal towns of those Provinces affords a profit to the distant agriculturalist of the United States, is not sufficient to attract capital to agriculture along the River Saint John. Of the traffic which the Cumberland coal-field might occasion, it is of course impossible to judge; within the Province, while it remains thickly wooded, it is not likely that the coal would obtain a profitable sale at any great distance from the pits; but if it be of such quality as would command a good price in the ports of the United States, it might prove remunerative to connect this coal-field by Railway with one of the Ports of Nova Scotia; it would not, however, be prudent, until this is ascertained, to calculate on any important return from this source.

The successful result which has attended the construction of Railways in the United States, affords no grounds for anticipating similar results at present in British America.

Before any Railway in Massachusetts was commenced, that State contained a tolerable population per square mile: the City of Boston had nearly as many inhabitants as Quebec and Halifax united have at present, and a considerable commerce must have traversed the State and passed through its Port. But New Brunswick has barely a population of five to the square mile, and Halifax, notwithstanding its beautiful harbour, is more important as a naval and military station, than as a trading Port.

To return $3\frac{1}{2}$ per cent. on an expenditure of £5,000,000, a net receipt of £175,000 will be required, and as the fixed charges contingent on the maintenance of 635 miles of Railway, with the necessary buildings and staff, ought not to be estimated at less than £75,000 per annum, a receipt exceeding the carrying charges by £250,000 per annum, or £4,808 per week, should be obtained to yield $3\frac{1}{2}$ per cent. upon the expenditure; and if it be supposed that two trains passed over the line in each direction daily, or 28 trains per week, the gross weekly receipt to make this return, ought to be about £6,500, or rather more than £10 per mile.

On looking through some of the recently printed lists of the receipts on the different Railways in England and Ireland, it will be found that on the East Anglian Railway, connecting the town and port of Lynn, and also several minor towns, and a considerable agricultural district and population, with the Railway system of this country, the weekly receipts have generally been less than £10 per mile, and that this has also been the case on the Belfast and Ballymena and on the Londonderry and Enniskillen Railways, the last being open between Londonderry and Strabane.

If this can be the result upon a Railway connecting any district of England and Ireland with the port on which it depends, there is, it is feared, but little probability that a Railway between Quebec and Halifax could be profitable as a commercial undertaking for many years to come.

It must, however, be observed, that Major Robinson only considers it necessary for the receipts to be sufficient to return an interest upon £3,000,000, as he proposes that the remaining expenditure shall be met by an issue of notes. But the Commissioners understand that paper is at present extensively used in the currency of the three Provinces, and they consider that any advantages which can be derived from an alteration in the principles on which it is issued, may be obtained independently of the construction of the Railway, and that if it be possible for such alteration to be accompanied by an increase in the pecuniary resources of the three Governments, the returns to be expected from any proposed application of those additional resources should be as carefully considered as the return from the employment of capital under any other circumstances.

I return, herewith, the maps and plans which accompanied your communication, and remain, &c.

H. D. HARNESS, *Captain, Royal Engineers.*

H. Merivale, Esquire, &c. &c.

On motion of the Honorable Mr. Partelow,

Ordered, That the foregoing Despatch, together with the Report accompanying it, be referred to the Committee appointed to take into consideration all matters connected with Railways, to report thereon.

Mr. End, by leave, presented a Petition from James King, of the City of Saint John, on behalf of himself, and Thomas King and Andrew King, Contractors for conveying Her Majesty's Mails, praying that he may be heard before the House, or a Committee thereof, relative to the transmission of the Mails through the Province; which he read.

Ordered, That the said Petition be received and referred to the Committee appointed on the eighth day of February last, to take under consideration claims from Couriers and Carriers of Mails, to report thereon.

On motion of Mr. End,

Ordered, That the House do on Saturday next, the seventeenth day of March instant, resolve itself into Committee of the whole in further consideration of Supplies to be granted for the Public Service.

The Honorable Mr. Partelow moved for leave to bring in a Bill to facilitate the operations of the York and Carleton Mining Company.

Leave granted.

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

The

The Honorable Mr. Partelow moved for leave to bring in a Bill relating to Fires in the City of Saint John.

And the Rule of the House, which requires Bills of a local nature to be read at the Court of Nisi Prius or General Sessions of the Peace, in the presence of the Grand Jury, being in this instance dispensed with, by reason of the second Conflagration at Saint John, just now communicated, leave was granted; and

The said Bill being brought in was read a first and second times.

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

Thursday, 15th March, 1849.

Prayers.

Read a second time—

A Bill to facilitate the operations of the York and Carleton Mining Company.

On motion of Mr. Woodward,

The House went into Committee of the whole on a Bill sent down from the Legislative Council, intituled "An Act in further amendment of the Law relating to the Registry of Deeds and other Instruments."

Mr. R. D. Wilmot 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 read a third time to-morrow.

On motion of the Honorable Mr. Partelow,

The House again went into Committee of the whole on a Bill to increase the Capital Stock of the Saint John Water Company, and to provide a more efficient supply of Water 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 having the Bill referred to them again under their consideration, had made amendments thereto, and then agreed to the said Bill.

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

Mr. Brown, from the Committee to whom were referred the various Petitions and applications for the suppression of Intemperance, 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 thirteenth day of February last, to take into consideration the several Petitions, praying that measures may be adopted for the more effectual suppression of Intemperance, and also the Petition of the Reverend J. M. Stirling, and thirteen others, inhabitants of the County of Sunbury, praying for a Grant of money towards the completion of a Building for a Mechanics' Institute and Temperance Hall, and also the Petition of Asa Coy, G. W. P., and James Johnson, G. S., on behalf the Grand Division of the Sons of Temperance of the Province of New Brunswick, praying that a Committee may be appointed to collect information during the present year, respecting the importation and use of Intoxicating Liquors, and the effects thereof upon Society, Report—

"That in compliance with the prayer of the first named set of Petitions, the Committee have prepared a Bill, under the Title of—"A Bill in addition to and in amendment of an Act to repeal all the Acts regulating Tavern Keepers and Retailers, and to make other provisions in lieu thereof."

"The Committee regret that the state of the Provincial Finances prevents them from recommending the Grant of money for the Sunbury Temperance Hall at the present time.

"They

"They recommend that the prayer of the Petition of Asa Coy and James Johnson, on behalf of the Grand Division of the Sons of Temperance, be complied with.

"JAMES BROWN,
DAVID WARK,
WILLIAM END,
L. A. WILMOT.

"Committee Room, 15th March, 1849."

Ordered, That the Report be accepted.

The Bill, as reported by the Committee, being then handed in, was read a first time.

On motion of Mr. Brown,

Resolved, That a Committee be appointed to collect information during the present year, respecting the importation and use of Intoxicating Liquors and the effects thereof upon the interests of the Province, and to report upon the same to this House at the next Session of the General Assembly.

Ordered, That Mr. Brown, Mr. Wark, the Honorable Mr. L. A. Wilmot, Mr. Connell, Mr. Woodward, Mr. End, Mr. Cranney, Mr. Miles, Mr. Steves, Mr. S. Earle, Mr. Jordan, Mr. Gilbert, Mr. Montgomery, and Mr. Wilson, do compose the said Committee.

On motion of the Honorable Mr. Fisher,

The House again went into Committee of the whole on a Bill to provide for the improvement of the Navigation of the River Saint John.

Mr. Cranney 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.

The Hon. Mr. Speaker,
Mr. Carman,
Street,
Gilbert,
End,
Barberie,
Landry,
Smith,
Steves,
Read,
Wilson.

NAYS.

The Hon. Mr. Wilmot,	Mr. Woodward,
The Hon. Mr. Partelow,	Taylor,
The Hon. Mr. Fisher,	S. Earle,
The Hon. Mr. Hanington,	Tibbits,
Mr. Ritchie,	M'Leod,
Botsford,	Wark,
Connell,	R. D. Wilmot,
Vail,	Porter,
Jordan,	Brown,
Ansley,	Boyd,
Baillie,	Hayward.

Whereupon it was decided in the negative.

That the Committee then proceeded in the Bill, and the first Section thereof was under their consideration, which limits the amount authorized to be annually drawn from the Treasury; when

It was moved—To fill up the blank with the sum of *Two thousand pounds*.

Upon this question, the Committee again divided as follows:—

YEAS.

The Hon. Mr. Speaker,	Mr. R. D. Wilmot,
The Hon. Mr. Wilmot,	Vail,
The Hon. Mr. Partelow,	Taylor,
The Hon. Mr. Fisher,	Woodward,
The Hon. Mr. Hanington,	S. Earle,
Mr. Baillie,	Wark,
Ansley,	Carman,
Boyd,	Brown,
Connell,	Porter,
Jordan,	Tibbits.
Ritchie,	

NAYS.

Mr. Barberie,
Read,
Steves,
Smith,
Landry,
Wilson,
Botsford,
End,
Street,
Gilbert,
M'Leod.

And it was thereupon carried in the affirmative, and the amount determined at that sum.

That the Committee then went through the Bill, and agreed to the same.

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

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House, that the Council had agreed to

The Bill in amendment of and in addition to an Act, intituled "An Act in addition to an Act, intituled 'An Act to extend the privilege of solemnizing Marriage to all Ministers and Teachers of the several Religious Congregations in this Province;'"

Without making any amendment thereto.

And that the Council had also agreed to

The Bill for the appointment of Commissioners of Sewers for the Parish of Sackville, in the County of Westmorland, and to divide certain Marsh Lands in said Parish into several Bodies or Districts;

With 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:—

At A in Section V. insert the words "upon the property of."

At B expunge the words down to letter C in the same Section.

At D in Section XI. expunge the remainder of the Section, and insert "such Commissioner or Commissioners shall be personally liable to the party injured for all damages by him sustained in consequence of such neglect, to be recovered in an action on the case, either in the Supreme Court or the Inferior Court of Common Pleas for the County of Westmorland, with costs, as in other cases."

At E in Section XII. insert the words "and provided that nothing in this Act contained shall affect or be construed to affect the power or authority of any Commissioners appointed or to be appointed under and by virtue of an Act made and passed in the third year of Her present Majesty's Reign, intituled 'An Act in addition to the Acts now in force relating to Commissioners of Sewers.'"

Ordered, That the said Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

On motion of Mr. Connell,

Resolved, That the Petition from Her Majesty's Justices of the Peace for the County of Carleton, praying for a Grant to pass towards discharging a Debt due by the said County, which was presented to the House on the thirteenth day of February last, and ordered to lie on the Table, be now referred to the Committee of Supply.

On motion of Mr. Gilbert,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to direct that two days Company Drill of the Militia Forces in this Province for the present year, be dispensed with.

Ordered, That Mr. Gilbert, Mr. Thomson, and Mr. Woodward, be a Committee to wait upon His Excellency with the Address.

On motion of the Honorable Mr. L. A. Wilmot,

The House went into Committee of the whole on a Bill sent down from the Legislative Council, intituled "An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions within this Province, with respect to Summary Convictions and Orders."

Mr. Steves 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.

Friday, 16th March, 1849.

Prayers.

Read a second time—

A Bill in addition to and in amendment of an Act to repeal all the Acts regulating Tavern Keepers and Retailers, and to make other provisions in lieu thereof.

According to the Order of the Day, the amendments made by the Legislative Council to—The Bill for the appointment of Commissioners of Sewers for the Parish of Sackville, in the County of Westmorland, and to divide certain Marsh Lands in said Parish into several Bodies or Districts,—were read a third time.

Resolved, That the House do concur therein.

Ordered, That Mr. Botsford return the Bill, with the amendments, to the Council, and acquaint them therewith.

According to the Order of the Day, the Bill sent down from the Legislative Council, intituled "An Act in further amendment of the Law relating to the Registry of Deeds and other Instruments," was read a third time.

Resolved, That the House do agree thereto.

Ordered, That Mr. M'Leod return the Bill to the Council and acquaint them therewith.

Read a third time as engrossed,

A Bill to increase the Capital Stock of the Saint John Water Company, and to provide for a more efficient supply of Water in the City of Saint John.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill to provide for the improvement of the Navigation of the River Saint John.

Resolved, That the Bill do pass.

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

On motion of Mr. Taylor,

The House again went into Committee of the whole on a Bill to amend an Act, intituled "An Act to incorporate the City of Fredericton."

Mr. Cranney 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 said Bill.

The Report being read at the Clerk's Table, and the question put from the Chair for accepting the same, the House divided as follows:—

YEAS.			NAYS.	
The Hon. Mr. Fisher,	Mr. Read,		Mr. Taylor,	Mr. Botsford,
Mr. Baillie,	Connell,		Barberie,	Jordan,
End,	Gilbert,		Hayward,	Landry.
Thomson,	M'Leod,		Miles,	
Vail,	Wark,		Porter,	
Carman,	Brown,		Boyd,	
Ritchie,	Cranney.		Woodward,	
Smith,			R. D. Wilmot,	

And so it was carried in the affirmative.

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

Mr. R. D. Wilmot, from the Committee appointed on the twenty first day of February last, to take into consideration a Petition from William G. Lawton, relative to his claim for advances made for the support of Emigrants and Lunatics at Saint John, 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

“The Committee to whom was referred the Petition of W. G. Lawton, of Saint John, praying reimbursement for advances made to the late Overseers of the Poor for the City and County of Saint John, having investigated the subject matter of the Petition, beg to submit the following Report—

“That from the several documents and other evidence submitted to and examined by them, the Committee learn that Mr. Lawton, in the years 1841 and 1842, furnished the Overseers of the Poor of the City and County of Saint John, with sundry supplies for Lunatic, Emigrant, and Parish purposes, amounting to £358 15 7: That the Accounts were laid before the Sessions by the Overseers, audited and passed as satisfactory: That in the year 1843, two Grants were made by the Legislature, one for £500, and the other for £718, specifically to reimburse in part the Overseers of the Poor for monies disbursed by them in support of the Temporary Provincial Lunatic Asylum: That an Order was given by the Overseers of the Poor to Mr. Lawton on the Treasurer of the Province for the amount of his Account, to be paid out of the said Grants, and also to Messieurs Jardine and Company, for over £700, and to Doctor George Peters, for £100: That Messieurs Jardine and Company presented their Order, and received their money, and that Doctor Peters has since received payment from the Sessions; but before Mr. Lawton's Order was presented, the Chairman of the Sessions, Mr. L. Donaldson, directed the Treasurer not to pay the Order of the Overseers of the Poor, upon the ground, as was stated, that Mr. Matthew, as Overseer of the Poor, held in his hands a large amount of the City and County Funds, and that Mr. Lawton must look to Mr. Matthew for the amount. It appears by evidence before the Committee, that the advances were made to this public officer for public purposes, and not to Mr. Matthew individually, and it does not appear to them that Mr. Lawton could have had any legal claim upon Mr. Matthew for the amount.

“Mr. Lawton brought the matter, by Petition, before the Magistrates in Session, when his claim was sustained by the Board by a vote of fifteen to eight. At a future Sessions, after notice being given to all the Magistrates, and held for the special purpose of considering the subject, an Order was passed on the Commissioners of the Alms House, to pay Mr. Lawton the sum of £358 15 7, the amount granted by the Legislature, being then in their hands. The Commissioners refused to pay the Order, and Mr. Lawton petitioned the Lieutenant Governor on the subject, who referred the matter to the Crown Officers; they called upon the Commissioners for information, who again applied to the Sessions for directions, and at a meeting of the Magistrates, when only a few of the Justices who had supported the claim of Mr. Lawton were present, the Order upon the Commissioners was rescinded. The Law Officers reported that Mr. Lawton could institute proceedings in the Court of Chancery against the Commissioners of the Alms House, or apply to the Supreme Court for a Mandamus; but previous to doing so, he preferred bringing the subject under the consideration of the Legislature.

“Feeling satisfied that Mr. Lawton has just cause to complain in this matter,—that he has not only been denied payment for necessary articles furnished by him to an accredited public officer, for public purposes, but that a Legislative Grant has been diverted to other purposes, all of which appears to be admitted, and is sought to be justified on the grounds of the unsettled state of Accounts between that public officer and the public: Your Committee recommend, that in making any Grant to the Commissioners of the Alms House for the City and County of Saint John during the present Session, a special appropriation of £358 15 7 shall be made in favour of Mr. Lawton, to be deducted out of the said Grant.

“ROBT. D. WILMOT,
CHARLES FISHER,
WILLIAM END,
W. CARMAN,
R. THOMSON,

“Committee Room, 16th March, 1849.”

Ordered, That the Report be accepted.

On motion of Mr. Brown,

The House again went into Committee of the whole on a Bill to incorporate the Saint Stephen and Calais Lower Bridge Company.

Mr. Vail in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The

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 said Bill.

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

On motion of Mr. Ritchie,

The House went into Committee of the whole on a Bill to facilitate the operations of the York and Carleton Mining Company.

Mr. Carman 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. R. D. Wilmot,

The House went into Committee of the whole on a Bill for the encouragement of the Fisheries of this Province.

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, 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—

YEAS 10.

NAYS 16.

Whereupon it was decided in the negative.

That the Committee then made 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.

Saturday, 17th March, 1849.

Prayers.

Read a third time as engrossed,

A Bill to incorporate the Saint Stephen and Calais Lower Bridge Company.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill to amend an Act, intituled "An Act to incorporate the City of Fredericton."

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 facilitate the operations of the York and Carleton Mining Company.

Resolved, That the Bill do pass.

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

On motion of Mr. Gilbert,

Resolved, That a Committee be appointed to inquire into the necessities of the poor inhabitants of the Province, occasioned by reason of the failure of the Crops the last season, so that relief may be afforded, either for the purchase of Seed, or otherwise; and to report thereon to the House by Bill or otherwise.

Ordered, That Mr. Gilbert, Mr. Woodward, Mr. Boyd, the Honorable Mr. Hanington, and Mr. Carman, do compose the said Committee.

On motion of Mr. R. D. Wilmot,

The House again went into Committee of the whole on a Bill for more effectually improving the Highways and Streets in the Parish of Portland, County of Saint John.

Mr.

Mr. Hayward 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. R. D. Wilmot,

The House went into Committee of the whole on a Bill to provide for a more efficient supply of Seamen in this Province.

Mr. Hayward 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, it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed for three months.

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

Returns from the several Grammar Schools in the Province for the year 1848, accompanied by a General Abstract thereof.

[See Appendix.]

Auditor General's Report upon the Accounts of Commissioners appointed to expend sundry Special Appropriations.

[See Appendix.]

Returns from the Deputy Postmaster General at Saint John, in reference to the Post Office Establishment in the Province, for the years 1847 and 1848; the same being furnished under an Address of the House of the twelfth day of February last.

[See Appendix.]

Return of Statistics of Travelling in New Brunswick, taken at six different Stations during three months in the year 1848.

On motion of the Honorable Mr. Partelow,

Ordered, That the Auditor General's Report upon expenditures of certain Special Grants, with the Accounts accompanying it, be referred to the Committee on Public Accounts; and

On like motion of the Honorable Mr. Partelow,

Ordered, That the Returns from the Deputy Postmaster General, relative to the Post Office Establishment, be referred to the Committee appointed to take into consideration all matters relating to Couriers and Carriers of Mails, to report thereon.

On motion of the Honorable Mr. Partelow,

That the House proceed to the Order of the Day to go into Committee of the whole in further consideration of Supplies to be granted for the Public Service—

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 matters referred to them again under their consideration, had passed a number of Resolutions; and he having read the same, handed them in at the Clerk's Table, where they were again read, and are as follow :—

Resolved, That there be granted

To John Lawler the sum of £6 13 4 for four months services as Teacher, ending November, 1848.

To Michael Flinn the sum of £5 for three months services as Teacher, ending in April, 1848.

To Jane Davidson the sum of £10 for six months services as Teacher, ending December, 1848.

To John Hinchey the sum of £10 for six months services as Teacher, ending first June, 1848.

To David Lynch the sum of £5 for three months services as Teacher, ending July, 1847.

To Robina Richardson the sum of £5 for three months services as Teacher, ending eighteenth May, 1848.

To David Horseman the sum of £5 for three months services as Teacher, ending first September, 1848.

To Thomas Baker the sum of £5 for three months services as Teacher, ending twentieth May, 1848.

To William King the sum of £5 for three months services as Teacher, ending fifteenth June, 1848.

To James Johnston the sum of £10 for six months services as Teacher, ending November 1848.

To Patrick Fitzgerald the sum of £10 for six months services as Teacher, ending sixteenth September, 1848.

To Eustach Melanson the sum of £15 for nine months services as Teacher, ending twenty eighth February, 1848.

To Josiah Wallace the sum of £15 for six months services as first class Teacher, ending August 1848.

To Damian Landry the sum of £10 for six months services as Teacher, in full to first January, 1849.

To Catharine Carter the sum of £6 13 4 for four months services as Teacher, ending eighth December, 1848.

To George T. Latham the sum of £5 for three months services as Teacher, ending April 1848.

To Jane Moore the sum of £5 for three months services as Teacher, ending in May 1848.

To the Reverend Daniel M'Curdy the sum of £10 for four months services as Teacher, ending thirtieth November, 1848.

To Rachael Martin the sum of £20 for twelve months services as Teacher, ending first December, 1848.

To Alexander M'Rae the sum of £5 for three months services as Teacher, ending eighteenth October, 1844.

To James S. Witter the sum of £15 for nine months services as Teacher, ending in April 1848.

To Edward Groundwater the sum of £20 for twelve months services as Teacher, ending twenty ninth January, 1849.

To William Kearney the sum of £20 for twelve months services as Teacher, ending first September, 1848.

To John Finan the sum of £20 for twelve months services as Teacher, ending in August 1848.

To Angus M'Phee the sum of £10 for six months services as Teacher, ending tenth January, 1849.

To Mary Ann M'Kenzie the sum of £10 for six months services as Teacher, ending twenty fifth February, 1848.

To Sarah Ann Turner the sum of £20 for twelve months services as Teacher, ending thirty first January, 1849.

To John Cutten the sum of £5 for three months services as Teacher, ending in September 1848.

To Elizabeth M'Indoe the sum of £20 for twelve months services as Teacher, in full to first January, 1849.

To Grigor M'Gregor the sum of £10 for six months services as Teacher, ending sixteenth May, 1848.

To Robert Grant the sum of £6 13 4 for four months services as Teacher, ending in April 1848.

To

- To Mary O'Neil the sum of £11 13 4 for seven months services as Teacher, ending in November 1848.
- To William Weatherill the sum of £5 for three months services as Teacher, ending seventh July, 1848.
- To Timothy Hart the sum of £6 13 4 for four months services as Teacher, ending in October 1848.
- To Elizabeth Chesley, late Elizabeth Albee, the sum of £20 for twelve months services as Teacher, ending first November, 1848.
- To Charles M'Guire the sum of £13 6 8 for eight months services as Teacher, in full to first January, 1849.
- To Lydia Thompson the sum of £20 for twelve months services as Teacher, ending third October, 1848.
- To Thomas Haverty the sum of £10 for six months services as Teacher, ending eighteenth June, 1841.
- To Barbara Morrison the sum of £10 for six months services as Teacher, ending eighteenth July, 1848.
- To Sarah Kelly the sum of £13 6 8 for eight months services as Teacher, ending first June, 1848.
- To Eliza R. Dewolf the sum of £5 for three months services as Teacher, ending eighth December, 1847.
- To Flora M'Kenzie the sum of £30 for eighteen months services as Teacher, ending twenty fourth November, 1848.
- To Rachel Turner the sum of £10 for six months services as Teacher, ending in July 1848.
- To Mary S. Bell the sum of £10 for six months services as Teacher, ending first December, 1846.
- To Francis Gotreau the sum of £10 for six months services as Teacher, ending in June 1847.
- To John Le Blanc the sum of £20 for twelve months services as Teacher to first January, 1849.
- To Peter Amireaux the sum of £6 13 4 for four months services as Teacher, ending fifteenth March, 1848.
- To Elizabeth W. Grannel the sum of £5 for three months services as Teacher, ending in August 1846.
- To Catharine Howlet the sum of £10 for six months services as Teacher, ending in July 1848.
- To Francis Gotreau the sum of £20 for twelve months services as Teacher, ending and in full to thirty first December, 1848.
- To Ann Mooney the sum of £10 for six months services as Teacher, ending twenty fourth October, 1848.
- To Joseph Bristol the sum of £10 for six months services as Teacher, ending in August 1848.
- To Gabriel Herbert the sum of £10 for six months services as Teacher, ending fifteenth November, 1848.
- To Robie Skinner the sum of £10 for six months services as Teacher, ending in June 1848.
- To Cornelia O. Flewelling the sum of £10 for six months services as Teacher.
- To James F. Goldrup the sum of £20 for twelve months services as Teacher, ending first July, 1848.
- To John Coldwell, Samuel Skinner, and John Case, Trustees of Schools for the Parish of Wickham, the sum of £20 to enable them to pay Stephen Huggard for having taught a School for twelve months ending fourth December, 1848.
- To Horatio G. Howard the sum of £5 for three months services as Teacher, ending eighth July, 1848.
- To William Lalor the sum of £5 for three months services as Teacher, ending seventh June, 1848.
- To Donald Downie the sum of £20 for twelve months services as Teacher, ending thirty first January, 1849.
- To Richard Bartlett the sum of £3 6 8 for his services as Teacher, ending third February, 1849.
- To

To James W. Street, of Saint Andrews, the sum of £7 17 6 to reimburse him for excess of Duty paid on a quantity of Foreign Gin on the thirty first March last, bonded in the Warehouse in that place.

To John Wilson, of Saint Andrews, the sum of £8 1 4 to reimburse him for Export Duties paid on a cargo of Lumber shipped to Demerara in 1847, in the brig Thalia.

To Gilmour, Rankin and Company, of Miramichi, the sum of £20 6s. to reimburse them for Export Duties paid twice on a cargo of Deals.

To the Reverend James Hudson the sum of £4 10s., being for Return Duties on three Bells imported for a Church at Bay du Vin, Northumberland.

To Mariner Wood and Charles Dickson, of Sackville, in the County of Westmorland, the sum of £13 10s. to reimburse them for Head Money paid on a number of Passengers per brig Princess from Dublin, landed at Sackville, but bound for Boston, and afterwards shipped at their expense to the latter place; the same to be taken from the Emigrant Fund.

To Zachariah Chipman, of the late Firm of Pingree and Chipman, the sum of £190 15 1 to reimburse them for Duties paid on a quantity of goods burnt at the destruction of their Warehouses in 1848.

To William Loch, of Miramichi, the sum of £5 3s. to reimburse him for Duties twice paid on one hundred and three tons of Timber shipped from that Port.

To Lestock P. W. Desbrisay, of Richibucto, Merchant, the sum of £5 to reimburse him for Duties paid on fifty barrels Flour, cleared as Foreign, imported from Halifax.

To James M. Hamilton, of Saint John, the sum of £44 10 4 to reimburse him for excess of Duties paid on a quantity of Molasses Warehoused in March last, but not taken out until after the Revenue Act of last year went into operation, which lessened the Duty on that article.

To Arthur Ritchie and Company, of Dalhousie, in the County of Restigouche, the sum of £12 16 4 to reimburse them for Duties twice paid on a quantity of Timber shipped by them from that place.

To Charles Lloyd, Warehouse Keeper and Searcher at Dalhousie, the sum of £5 12s. 6d. to reimburse him for extra services performed and expenses incurred by direction of the Deputy Treasurer there.

To John Jury, of Dalhousie, Restigouche, the sum of £4 to reimburse him Duties paid on two Horses brought into this Province from Prince Edward Island, on his removal from the latter place for settlement in New Brunswick.

To James W. Delaney the sum of £2 to reimburse him for Duties paid on a Horse brought from Prince Edward Island to this Province, in transitu for Nova Scotia, where the Duty was again paid.

To William Napier, of Bathurst, County of Gloucester, the sum of £5 4s. to compensate him for his services as Gauger and Weigher in 1848.

To the Rector, Church Wardens and Vestry of Saint George Church, Carleton, in Saint John, the sum of £14 5 2 to reimburse them for Duties paid on an Organ, Bell and Clock, imported for the use of that Church.

To Messieurs Doherty and M'Tavish, of Saint John, the sum of £6 19 3 to reimburse them for Duties paid on a quantity of British Goods exported to Yarmouth, Nova Scotia.

To James R. Creelman, of Richibucto, in the County of Kent, the sum of £1 13s. to reimburse him Duties paid on a quantity of Flour exported therefrom to Pictou, Nova Scotia.

To William Todd, Junior, of Saint Stephen, the sum of £9 to reimburse him for Duties paid on a cargo of Lumber shipped in a vessel called the Mary for Berbice, and which Duties were exacted by the Deputy Treasurer in consequence of the Certificate not having been exhibited during the period prescribed by law, the Certificate having now been furnished.

To Freeman H. Todd, of Saint Stephen, the sum of £16 13s. to reimburse him Duties paid on a cargo of Lumber shipped by the brig Robert for Jamaica in 1848, which vessel was lost on the passage.

To Andrew M'Cullough the sum of £4 13s. to reimburse him for Duties paid on 93M. feet of Lumber shipped to the West Indies from Saint Stephen.

To Robert G. Moran and others, owners of the ship William Vail, the sum of £32 7 10 to reimburse them monies expended in support of two Seamen attacked with

with Typhus Fever at Miramichi, and refused admittance into the Marine Hospital there; the same to be taken from the Sick and Disabled Seamen's Fund at Miramichi.

To Ambrose S. Perkins the sum of £24 1 1 to reimburse him for excess of Duty paid on a quantity of Molasses at Saint John the past year.

To Joseph T. Hunt, of Saint John, the sum of £18 1 7 to reimburse him in part for Duties paid on various articles appertaining to his Piano Manufactory, which were totally consumed at the destruction of his Warehouse by fire in 1847.

To the President and Directors of the Carleton County Agricultural Society the sum of £— to reimburse them for Duties paid on Ploughs and other Implements of Husbandry imported for their use during the past year.

A motion was made to fill up the blank with the sum of £9 4 7.

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

YEAS.		NAYS.
The Hon. Mr. Wilmot,	Mr. Woodward,	The Hon. Mr. Speaker,
Mr. Baillie,	Hayward,	The Hon. Mr. Hanington,
End,	Miles,	Mr. Steves,
Barberie,	Taylor,	Gilbert,
Read,	Tibbits,	M'Leod,
Smith,	Brown,	Thomson,
Wilson,	Carman,	Porter,
Ritchie,	Porter,	Boyd,
Ansley,	R. D. Wilmot,	S. Earle.
Jordan,	Street.	
Connell,		

And it was thereupon carried in the affirmative, and the blank accordingly filled up with the said sum of £9 4 7.

To Thomas Clerke the sum of £1 19 9 to reimburse him for extra Duties paid on Crockery Ware imported from Britain, on account of its being unaccompanied, by certificates of origin.

To John Fraser, Waiter and Searcher at Miramichi, the sum of £8 11s. to compensate him for his services in Guaging and Weighing dutiable articles the past year.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, a sum not exceeding £500 towards relieving the immediate necessities of a large portion of the poor population of the City of Saint John, rendered houseless and penniless by the extensive and disastrous conflagration on the fourteenth instant.

To F. R. Blake, Major Commanding Her Majesty's 33d Regiment of Foot, the sum of £14 3 3 to reimburse the Officers of that Regiment for Duties paid on Wines, &c., consumed by their Mess in this Province during a part of the past year.

To Mary Collins, Widow of the late Doctor Collins, who fell a victim to the pestilential diseases raging on Partridge Island, Saint John, at the Quarantine Establishment in 1847, while in his professional attendance upon the numerous Emigrants there landed; the sum of £— to aid her in her present distressed circumstances.

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

YEAS.		NAYS.
The Hon. Mr. Wilmot,	Mr. Vail,	The Hon. Mr. Speaker,
The Hon. Mr. Partelow,	Jordan,	Mr. Woodward,
Mr. R. D. Wilmot,	Street,	The Hon. Mr. Hanington,
Wilson,	Baillie,	The Hon. Mr. Fisher,
Ritchie,	Taylor,	Mr. Steves,
Montgomery,	M'Leod,	Smith,
Read,	Cranney,	Barberie,
Thomson,	Porter.	Ansley,
		S. Earle,
		Miles.

And the division being equal, the Chairman had decided it in the affirmative, and the blank was filled up with the sum of £25.

To David S. Kerr, Esquire, Barrister at Law, the sum of £75 towards remunerating him for reporting and publishing the Decisions of the Supreme Court.

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

YEAS.		NAYS.
The Hon. Mr. Speaker,	Mr. Taylor,	The Hon. Mr. Havelton,
The Hon. Mr. Wilmot,	Baillie,	Mr. Boyd,
The Hon. Mr. Partelow,	Porter,	Smith,
Mr. Street,	Gilbert,	Landry,
Thomson,	M'Leod,	Steves,
Miles,	Wark,	Ansley,
Ritchie,	Brown,	Woodward,
End,	Carman,	Hayward,
Barberie,	Connell,	S. Earle,
Vail,	Montgomery,	Tibbits,
Jordan,	Read.	Cranney.

And it was carried in the affirmative, and the blank filled up with the sum of £75; and further

Resolved, That for the future no further Grant be made for this purpose.

And the Chairman also reported, that he was directed to ask for leave to sit again on Monday next.

Ordered, That the Report be accepted, the Resolutions as passed in the Committee engrossed, and that the House do on Monday next resolve itself into Committee of the whole, and resume the further consideration of Supplies to be granted for the Public Service.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House that the Council had agreed to

The Bill to vacate the Seats of Members of the Assembly in certain cases: and

The Bill further to continue an Act to provide for the prompt payment of all demands upon the Provincial Treasury;

Without making any amendments thereto.

And that the Council had also agreed to

The Bill for the adjustment of the claims of certain purchasers of Crown Lands.

The Honorable Mr. L. A. Wilmot, from the Committee appointed on the ninth day of March instant, and to whom were referred all matters connected with Railways, 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 Select Committee to whom were referred all matters relating to Railways in this Province, beg leave to submit the following Report:—

“In the consideration which we have given to the highly important subject referred to us, we have been deeply impressed with the force of His Excellency's remarks in relation to Railways in the Speech at the opening of the present Session, that ‘The elements of great future prosperity in the North American Colonies, depend for their immediate development on Public Works of this description, and that no sacrifice which tends to secure their execution, will ultimately be found too great.’

“Viewing the relative position of the North American Colonies, and the great importance in a national point of view of improving the facilities for mutual intercourse, we consider it a matter of the greatest moment for the permanency of British interests on this Continent, that a Railway should be laid down to connect the Lower Provinces with the interior of Canada.

“It was under the influence of this conviction, that we cheerfully united with the Legislatures of the adjoining Provinces in 1846, in making provision for a Survey between Halifax and Quebec.

“That service has been ably performed, and the practicability of a great Trunk Line satisfactorily shown by the valuable Report of Major Robinson.

“This Report we have had before us, but from the estimated expense of the Line, we deem it altogether impossible for these Colonies to undertake it, unless largely aided by the Imperial Government.

“The Commercial depression at present pervading these Provinces, brought about as it has been in a great degree by the recent modifications of the British Tariff, leaves

us in an enfeebled condition, and wholly unable to undertake that portion of the great Trunk Line which runs through this Province.

"We believe that no other measure can be devised, which will so certainly consolidate the Colonies, and perpetuate our connexion with Great Britain; while, without it, we fear that our position as Colonies will be of short duration.

"Entertaining these opinions, it might be expected that we should at once suggest some means for the construction of the Trunk Line; but if we were able to execute our portion, it would be comparatively useless, without the completion of those parts running through the adjoining Provinces. Co-operation therefore on this work is indispensable, and as we believe the financial condition of the Sister Colonies is no better than our own, so do we feel satisfied that they cannot undertake their portions, without Imperial aid.

"It appears by the observations of the Commissioners of Railways, contained in the communication from Captain Harness to H. Merivale, Esquire, that 'after giving this question the fullest consideration, so far as they possess the means to do so, the Commissioners are disposed to think, that, although in a Military and Political point of view, the completion of a Railway between Halifax and Quebec may be of great importance, yet as a Commercial undertaking, it is very doubtful whether it can, at least for a long time to come, prove profitable.'

"We will not now go into the calculations which bear upon the Commercial view of the question, but admitting the correctness of the Commissioners' opinions, we shall deeply regret if the Imperial Government and the British Parliament are influenced in their deliberations on this all important question by the adjustment of Commercial profits.

"How would this mode of calculation apply to the Military and Naval Forces of Great Britain? It would certainly be a difficult thing so to direct a financial investigation on this subject, as to produce a profitable result in a Commercial point of view, and yet, the maintenance of these forces is considered indispensable to the preservation of the national honor and integrity.

"In this light do we humbly conceive the Great British North American Trunk Railway should be viewed, and it is therefore to be deplored, that an official paper emanating from the Office of Commissioners of Railways at Whitehall, should deal with this question as wholly Commercial, and should therefore give to the Foreign Ports of New York, Boston and Portland, a preference to the Harbour of Halifax.

"We think that the plain broad question on this subject is—*Do the People of England wish to retain the North American Colonies or not?* If they do, the Trunk Railway is indispensable, and should be completed at any cost; if on the other hand there be a prevailing disposition at Home to throw us off, it will be far better to do so at once, and not leave us as at present, depending upon hopes never to be realized, and looking for aid from whence it can never be derived!

"But we hope for better things; and assuming that our value and importance as British Colonies are duly appreciated at Home, and that the Government is desirous of ascertaining how far we can assist in the completion of the Trunk Line, we think there should be an expression of opinion on the part of the Legislature on this subject, and we respectfully recommend that the following offer should be made:—

"To secure to the Government or to any Company that may construct the Line, the ungranted Lands to the extent of ten miles on each side: To purchase the right of way and the necessary stations on improved and private property: and, if nothing less will suffice, we would respectfully recommend that the House should consent to such modification of the present protective Duty on our Pine Timber as the British Government may deem advisable, if, in consideration thereof, they will undertake to make the necessary advances to complete that portion of the Line running through this Province.

"On our part we are willing to make every reasonable sacrifice for the security of British interests on this Continent, and we believe the neighbouring Colonies will join with us in the effort; if a corresponding feeling exists at Home, the work will be done, and not otherwise.

"In the event of the Trunk Line from Halifax to Quebec being constructed, it is very obvious that a Branch Line will be laid down from Shediac to Saint John, in order

order to secure to this Province a share of the Commercial advantages derivable therefrom ; but even without the Trunk Line, we are of opinion that no part of the Province presents so eligible a site for a Railway, or promises so certain a return for the investment of Capital, as the Line recently surveyed by Mr. Wilkinson, from Saint John to Shediac, a distance of one hundred and eight miles.

“ Being unanimously of opinion that a work of this kind should be forthwith commenced within the Province, we respectfully recommend this Line as preferable to any other, for the following reasons :—

“ First—Because it will open up a Commercial communication between Saint John and the Gulf of Saint Lawrence :

“ Second—Because of the extent of population and the fertility of the soil throughout the whole Line :

“ Third—Because, when twenty miles at either end of the Line is completed, great Commercial advantages will immediately result therefrom :

“ Fourth—Because it must lead to the construction of a Line from Halifax to Shediac, and from Saint John to the American Frontier, which would make it a part of the great highway from Europe to the remotest States of the Union :

“ Fifth—Because it will unite and identify the interests of the Lower Colonies :

“ Sixth—Because no Line of equal extent can be found in the Province, which can be so easily and cheaply constructed, or which can present such prospects of immediate advantage to every department of industry, whether connected with the Fisheries, the Agriculture, or the Commerce of the Province.

“ We believe that no Line of equal extent has been discovered which presents less Engineering difficulties.

“ Mr. Wilkinson, in his preliminary Report, remarks, that ‘ the ruling gradient is between level and seven feet per mile, with two maximum gradients, each of only thirty feet per mile,’ and he is of opinion that ‘ by a slight variation, and some increase of expense, the rise of thirty feet may be reduced to twenty two feet, which would be a very little more than what is termed the angle of repose.’

“ Contrasting the gradients on this Line with those on the Line surveyed by Major Robinson over the Cobequid Hills, Mr. Wilkinson states that ‘ the same tractive force which would convey twenty two and a half tons to Halifax, would transport forty six tons to Saint John.’

“ As we have thus selected this Line as the preferable one for immediate operations, the next question for consideration is, in what manner can the funds be raised for its construction.

“ It is admitted on all hands, that the capital must be obtained from abroad : if left to private enterprise we are sure the work would not be undertaken, unless a Legislative guarantee were given to secure a high rate of interest, and even then the management and control of the Railway would be principally in the hands of strangers, who being sure of the guaranteed interest, would have little inducement to economise, and would have but little regard to the public accommodation by the establishment of low rates.

“ Some other and more effectual course must therefore be adopted. The crisis is extreme, and the remedy must be equal to the emergency. Our trade is stagnant—our people are emigrating—our real estate is rapidly depreciating ; and we are called upon to take a bold and decided course, irrespective of local claims and sectional jealousies. Providence has given us a country rich in all the natural elements of wealth, and we must turn them to account ; the talents have been generously bestowed, and we are now to decide whether we shall bury them in the earth or multiply them by profitable employment.

“ Impressed with these considerations, we have struck out a course of procedure.

“ The estimated cost of the Shediac Line is five hundred thousand pounds, and is high as compared with the estimate for the Saint Andrews and Quebec Line.

“ There are many reasons why the whole of this Line should be laid down by the Government ; but we think that greater economy would be ensured if a portion of the stock were taken by private individuals, and we therefore respectfully and earnestly recommend that the Province should take one half the stock, to be raised on Provincial Scrip, redeemable in forty years, and interest payable half yearly in London, and

and that the Province should guarantee a rate of not exceeding five per cent. per annum on the balance for twenty five years, to commence immediately upon the completion and opening of the whole Line, and to continue so long only as the Line is kept in efficient working order. Should this recommendation be sustained by the House, we shall submit the necessary Bills for carrying it into effect.

"We are well aware of the nature of those objections with which our recommendations will be met.

"It will be said that we have recommended a course which will involve the Province in debt and embarrass our finances; but in answer thereto, we would express our opinion, which has been formed after the most mature consideration, that under prudent management, the very expenditure will beget the means for its ultimate liquidation.

"It will also be said, that Legislative aid should not be exclusively applied to one Line, but so distributed as to give encouragement to similar works in other parts of the Province. In answer thereto, we say, that unless we bend our energies to the completion of one Line, we shall fail altogether, and consequently be discouraged for years to come, from undertaking any similar enterprise.

"If the House can select any other Line which presents greater facilities, and a better prospect of success than the one which we have recommended, we shall cheerfully adopt it; but if no better can be found, we fervently hope that we shall combine our energies in this great cause, and then there must be a Railway in New Brunswick.

"We have had under our consideration the Bill now before the House 'to authorize the issue of Scrip, on the faith and credit of the Province, to be employed towards the building and completing of the Rail Road from Saint Andrews to Woodstock.'

"The Legislature has already guaranteed six per centum per annum, for twenty five years, on one half the estimated cost of this Line; and we regret that the Company have not been able, with this guarantee, to prosecute their operations with success.

"If we were satisfied that the assistance now asked for would insure the completion of this Line, we would cheerfully recommend the passage of the Bill under consideration; but, under all the circumstances, we submit the matter for the consideration of the House.

— "L. A. WILMOT,
J. R. PARTELOW,
WILLIAM BOND,
D. HANINGTON,
W. J. RITCHIE,
S. Z. EARLE,
GEORGE HAYWARD,
J. MONTGOMERY.

"Committee Room, 17th March, 1849."

Ordered, That the Report be accepted, and the Committee continued to enable them to report further upon the matters referred for their consideration; and

On motion of the Honorable Mr. L. A. Wilmot,

Ordered, That the House do on Tuesday next, the twentieth day of March instant, resolve itself into Committee of the whole in consideration of the said Report.

The Honorable Mr. L. A. Wilmot moved for leave to bring in a Bill relating to the disposal of Mines and Minerals in this Province.

Leave granted.

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

The Honorable Mr. Partelow moved for leave to bring in a Bill to authorize the sale of a Lot of Land and Premises purchased for a Sailors' Home in the City of Saint John.

Leave granted.

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

On motion of Mr. Ritchie,

That the House do now resolve itself into Committee of the whole on a Bill to incorporate the Saint John Suspension Bridge Company.

Whereupon the Honorable Mr. Partelow moved—

Resolved, That this House do now adjourn.

And upon the question, it was carried in the affirmative; and the House adjourned accordingly.

Monday, 19th March, 1849.

Prayers.

Read a second time—

A Bill relating to Mines and Minerals in this Province: and

A Bill to authorize the sale of a Lot of Land and Premises purchased for a Sailors' Home in the City of Saint John.

Read as engrossed,

The Resolutions of Appropriation made and passed in Supply on Saturday the seventeenth day of March instant.

Ordered, That Mr. Hayward do take the said Resolutions to the Council, and desire their concurrence thereto.

Mr. Gilbert, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of the fifteenth day of March instant, praying that the two days Company Drill of the Militia Forces of this Province may be dispensed with for the present year, reported—That they had attended thereto, and that His Excellency was pleased to say, the wishes of the House should be complied with.

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

Return from the New Brunswick Marine Assurance Company, made up to the fourth day of January, 1849, with List of Stockholders.

[*See Appendix.*]

Reports from the Honorable James Davidson, as Supervisor of Road from Miramichi to Bathurst, and Commissioner for various Bye Roads in the County of Northumberland.

[*See Appendix.*]

Report from Benjamin Wolhaupter, Esquire, as Commissioner for the Emigrant Hospital at Fredericton, accompanied by copy of Auditor's Report on his Accounts for past year.

[*See Appendix.*]

Mr. Brown moved for leave to bring in a Bill to appropriate a part of the Public Revenue for the services therein mentioned.

Leave granted.

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

On motion of Mr. Connell,

Resolved, That the Petition of John Dibblee, Esquire, of Woodstock, in the County of Carleton, praying compensation for services performed in the year 1845 as Receiver of Crown Debts, which was presented to the House on the thirteenth day of February last, and ordered to lie on the Table, be now referred to the Committee of Supply.

And upon the question for adopting the Resolution, it was decided in the negative.

On motion of the Honorable Mr. L. A. Wilmot,

The House went into Committee of the whole on a Bill sent down from the Legislative Council, intituled "An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions within this Province, with respect to Summary Convictions and Orders."

Mr. Steves 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 said Bill.

Ordered, That the Report be accepted.

The amendments being handed in at the Clerk's Table, were there severally read a first time, and are as follow:—

At A in Section X. insert the words "the first and second Articles of Section two, Chapter one, and by."

At

At B in same Section, expunge the word "sixteenth."

At C in same Section, expunge the word "prosecuted," and insert "recovered."

At D at the end of Schedules, add as follows:—

TABLE OF FEES IN SUMMARY PROCEEDINGS.

Justices Fees.

For every Information or Complaint, in writing,	£0	1	0
" " Summons for Defendant or a Witness,	0	1	0
" " Warrant to arrest,	0	1	6
" " Backing a Warrant,	0	1	0
" " Recognizance from each party,	0	0	6
" " Warrant of Distress,	0	2	0
" " Do. of Imprisonment,	0	2	0
" administering Oath or affirmation,	0	1	0
" the first folio of 100 words on a trial taken down in writing,	0	1	0
" every folio beyond the first,	0	0	6
" " copy of Summons or other necessary paper, half the allowance for the original.			
" " Trial or Conviction,	0	3	6

Constables Fees.

For serving a Summons, and making return thereto, either against a party or witness,	0	1	0
" serving a Warrant to arrest,	0	1	6
In addition to these services, to have three pence per mile going and coming, to be charged according to the number of miles actually travelled.			
" getting Warrant backed,	0	1	0
" serving Warrant of Distress,	0	1	0
and Poundage, 1s. per £1.			
" serving Warrant of Imprisonment,	0	2	0
In addition, travel as above.			

The said amendments were then severally read a second time.

Ordered, That the said amendments be engrossed, and the Bill, as amended, read a third time to-morrow.

On motion of Mr. Taylor,

Whereas by the Account of the Distribution of the Surplus Civil List Fund for the year ending thirty first December, 1847, it appears that the sum of £1783 6s. has been paid to the Honorable Thomas Baillie, Surveyor General, arrears of Salary: And whereas it is desirable that this House should be informed of the reasons which induced the Government to order the said payment to be made, and for increasing the Salary of that Officer from Currency to Sterling; therefore

Resolved, That a 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 any Correspondence which may have been had with Her Majesty's Government on that subject, or of any Documents which may have been submitted to His Excellency connected therewith.

Ordered, That Mr. Taylor, Mr. Ritchie, and Mr. Hayward, be a Committee to wait upon His Excellency with the Address.

On motion of Mr. Ritchie,

The House went into Committee of the whole on a Bill to incorporate the Saint John Suspension Bridge Company.

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 amendments thereto, and then agreed to the said Bill.

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

On

On motion of the Honorable Mr. Partelow,
The House went into Committee of the whole, under the adjourned proceedings of Saturday the seventeenth day of March instant, and resumed the further consideration of Supplies to be granted for the Public Service.

Mr. Botsford 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 passed a number of Resolutions; and he having read the same, handed them in at the Clerk's Table, where they were again read, and are as follow:—

Resolved, That there be granted

To Isabella Gough, Widow of the late Policeman Gough, who was mortally wounded while resisting an attack upon the Police by a lawless Mob in the Parish of Portland, in the County of Saint John, in December 1847, the sum of £—— to aid her in her present distressed circumstances.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To J. W. Ormsby, Commanding Her Majesty's Royal Artillery in this Province, the sum of £—— to reimburse him for Duties paid on Wines consumed the past year.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Andrew Brown, Lieutenant Colonel Commanding First Battalion of Royals, the sum of £75 14s. to reimburse the Officers of that Regiment for Duties paid on Wines, &c., consumed by them the past year.

To the President and Directors of the Saint John Mechanics' Institute the sum of £—— to enable them to extend the benefits of that Institution.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To the Stockholders of the Portland and Lancaster Steam Ferry Company the sum of £—— to assist them in maintaining the Ferry Landings between Indian Town and the Parish of Lancaster.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Doctor William Ruddick, of the Parish of Saint Martin, in the County of Saint John, the sum of £—— to remunerate him for Medicines and Medical attendance on a large number of Indians afflicted with a destructive epidemical Fever of the putrid type.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Silvan Babinot the sum of £9, being a balance due him as Contractor for building a Wharf at Shediak, in the County of Westmorland.

To Mary Pratt, of Saint George, Widow of the late James Pratt, an old Soldier of the Revolutionary War, the sum of £10 to relieve her in her distressed circumstances.

To Jane Hawkins, of Pennfield, Widow of the late W. W. Hawkins, an old Soldier of the Revolutionary War, the sum of £10 to relieve her in her destitute condition.

To Ruth M'Farlane, Widow of the late Duncan M'Farlane, of Saint Patrick, an old Soldier of the Revolutionary War, the sum of £20 to relieve her in her indigent circumstances; the same being amount of Pension due her for two years.

To Mercy M'Nichol, of Saint George, Widow of the late Neil M'Nichol, an old Soldier of the Revolutionary War, the sum of £10 to assist her in her old age and destitute situation.

To Margaret Grierson, of Saint George, Widow of the late James Grierson, an old Soldier of the Revolutionary War, the sum of £10, to assist her in her destitute situation.

To Martha Pendleton, Widow of Stephen Pendleton, of West Isles, an old Soldier of the Revolutionary War, the sum of £——, being the amount of Pension due her for three years, to assist her in her distressed situation.

Upon the questions for filling the blank with the several sums of £10, £30, £20, and £15, they were all decided in the negative.

To

To Eliphaz Coddington the sum of £—— to compensate him in part for losses sustained in a Contract with the Government in the War of 1812.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Lydia Williams, Widow of the late Jacob Williams, an old Soldier of the Revolutionary War, the sum of £—— to relieve her in her distressed circumstances.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Janet Campbell, Widow of Hugh Campbell, late of Saint Stephen, in the County of Charlotte, an old Soldier of the Revolutionary War, the sum of £—— to assist her in her distressed situation.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Rosanna Pulk, Widow of the late Henry Pulk, an old Soldier of the Revolutionary War, the sum of £10 to relieve her in her destitute circumstances.

To Nancy M'Bean, Widow of the late Neil M'Bean, of Saint Stephen, an old Soldier of the Revolutionary War, the sum of £10 to assist her in her distressed situation.

To Richard Turner, Son of the late Rachael Turner, of Saint Patrick, Widow of an old Soldier of the Revolutionary War, the sum of £7 10s., being the amount of Pension due his late Mother at the time of her death.

To Jerusha Black, Widow of the late John Black, an old Soldier of the Revolutionary War, the sum of £—— to assist her in her old age and destitute situation.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Ann Buchannan, the Widow of an old Soldier of the Revolutionary War, and who was for many years Doorkeeper of the Legislative Council, the sum of £10 to assist her in her destitute condition.

To Esther Briant, the Widow of Thomas Briant, an old Soldier of the Revolutionary War, the sum of £10 to assist her in her present destitute condition.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £150 towards the support of the Roman Catholic School established in the City of Saint John.

To William Watts the sum of £10 for his services as Crier and Usher of the Supreme Court for the past year.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £100 to pay a Sub-Collector and Deputy Treasurer at Woodstock, in the County of Carleton; the duties of both Offices to be performed by one Officer; this being in addition to the allowance made to Deputy Treasurers by Law.

To Mary Harned, Widow of the late Alward Harned, formerly Doorkeeper of this House, the sum of £10.

To the Clerk of the Crown of the Supreme Court the sum of £100 for his services for the year 1848.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £—— for a Missionary to the Melicite Tribe of Indians, stationed at Fredericton, for the year 1849.

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

YEAS.

NAYS.

The Hon. Mr. Partelow,	Mr. R. D. Wilmot,	The Hon. Mr. Speaker,	Mr. Hayward,
The Hon. Mr. Hanington,	Street,	The Hon. Mr. Fisher,	Miles,
The Hon. Mr. Wilmot,	Tibbits,	Mr. Vail,	Wark,
Mr. Jordan,	M'Leod,	J. Earle,	S. Earle,
Read,	Brown,	Smith,	Gilbert,
Montgomery,	Cranney,	Ansley,	Boyd,
Wilson,	Carman,	Connell,	Steves,
Thomson,	End,	Taylor,	Porter.
Ritchie,	Baillie.	Woodward,	

Whereupon it was carried in the affirmative, and the blank filled up with the sum of £50.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £50 in aid of the Grammar School presently taught by John Sievwright, to whom the same shall be paid, in part of his salary, for teaching said School in the present year, on the usual certificate being given.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £30, in aid of individual subscription, towards the Free School in the Parish of Portland; the same to be expended by the Board of Commissioners of the Roman Catholic School in Saint John.

To Jacob Kollock, an old and meritorious Soldier, the sum of £15 to assist him in his present indigent circumstances.

To the Governor and Trustees of the Madras Board the sum of £400 towards the support of that Institution.

To the Trustees of the Wesleyan Academy at Sackville the sum of £300 towards the support of that Institution.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £250 to be paid to the Managing Committee of the Baptist Seminary at Fredericton, under the control of the Committee, when it shall be certified to His Excellency the Lieutenant Governor or Administrator of the Government for the time being, that the said Institution is in an efficient state.

To Elizabeth Watson the sum of £6 13 4, being the amount due the late Mary Ann Smith, a School Mistress in Saint John, being so much of the sum of £10 per annum for her services in that capacity due to the time of her death in September last.

To Deborah Ann Lugin, Widow of the late George K. Lugin, many years King's Printer in this Province, the sum of £15 to assist her in her present destitute situation.

To Sarah Cyphers, Widow of an Officer of the Revolutionary War, the sum of £10 to assist her in her present destitute condition.

To the Committee of the Infant School at Fredericton, the sum of £50 in aid of that Institution.

To the Commissioners of Government House the sum of £100 for Coals for the Public Rooms and Offices in Government House.

To Dorothy Groom, Widow of the late Enoch Groom, an old Soldier of the Revolutionary War, the sum of £10 to assist her in her present destitute situation.

To Leah Wanamaker, Widow of the late Henry Wanamaker, an old Soldier of the Revolutionary War, the sum of £10 to assist her in her present destitute situation.

To Elizabeth Palmer, Widow of an old Soldier of the Revolutionary War, the sum of £— to relieve her in her present destitute circumstances.

To the President and Directors of the Woodstock Mechanics' Institute, the sum of £— to enable them to discharge the debt due on that Institution.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

And the Chairman further reported, that he was directed to ask for leave to sit again. *Ordered*, That the Report be accepted, the Resolutions as passed in the Committee engrossed, and leave to sit again granted; and

On motion of the Honorable Mr. Partelow, *Ordered*, That the House do on Thursday next, the twenty second day of March instant, resolve itself into Committee of the whole in further consideration of Supplies to be granted for the Public Service.

Mr. Hayward, from the Committee appointed on the thirty first day of January last, and to whom were referred all matters affecting the Lumbering Interests of the Province, reported—That having the subject under their consideration, they had prepared two Bills, under the several Titles of—

“ A Bill to restrain the provisions of the Fifth Section of an Act, intituled ‘ An Act for the support of the Civil Government in this Province, and to establish sundry Regulations for the future sale and disposal of Timber in certain cases :’ ” and

“ A Bill for the adjustment of certain outstanding Bonds to the Crown ; ”

Which he was directed to submit to the House.

Ordered, That the Report be accepted.

The Bills, as reported by the Committee, were then handed in and severally read a first and second times. Mr.

Mr. R. D. Wilmot, from the Committee appointed on the fourteenth day of February last, to take into consideration the subject of the Manufactures of 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 to whom were referred all matters which might be brought before the House connected with the encouragement of Manufactures in this Province, beg leave to Report—

“ No. 1. Is the Petition of W. C. Snow and Son, of Hampton, Kings' County, for Legislative aid to assist them to complete their Machinery for the manufacturing of Woollen Cloths: The Committee recommend that a final Grant of fifty pounds be made them in aid of their useful enterprise.

“ No. 2. Is the Petition of R. and H. Davis, of Woodstock, praying aid to assist them in the erection of Machinery for manufacturing Woollen Cloths: The Committee recommend that two annual Grants of fifty pounds each be made them, when satisfactory certificates are produced that such Machinery is in efficient operation.

“ The subject of encouraging Manufactures is one of so much importance, that the Committee ask leave to make a further Report thereon.

“ Respectfully submitted.

“ ROBT. D. WILMOT,
I. WOODWARD,
W. END,
S. Z. EARLE,
W. H. BOTSFORD.

“ *Committee Room, March 19, 1849.*”

Ordered, That the Report be accepted, and the Committee continued to enable them to make further Report upon the subject referred for their consideration; and further

Ordered, That the said Report be referred to the Committee of Supply.

On motion of the Honorable Mr. L. A. Wilmot,

The House went into Committee of the whole on a Bill relating to the disposal of Mines and Minerals in this Province.

Mr. Woodward 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.

Tuesday, 20th March, 1849.

Prayers.

Read a second time—

A Bill to appropriate a part of the Public Revenue for the services therein mentioned.

Read a third time as engrossed,

A Bill to incorporate the Saint John Suspension Bridge Company.

Resolved, That the Bill do pass.

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

According to the Order of the Day, the Bill sent down from the Legislative Council, intituled “ An Act to facilitate the performance of the Duties of Justices of the Peace out of Sessions within this Province, with respect to Summary Convictions and Orders,” as well as the engrossed amendments made by the House thereto, were read a third time.

Resolved, That the House do agree to the said Bill, as amended.

Ordered, That the Honorable Mr. L. A. Wilmot return the Bill to the Council, and acquaint them that the House had made amendments thereto, and then agreed to the said Bill, and request the concurrence of the Council in the said amendments.

Read

Read as engrossed,

The Resolutions of Appropriation made and passed in Supply yesterday the nineteenth day of March instant.

Ordered, That Mr. Hayward do take the said Resolutions to the Council, and desire their concurrence thereto.

On motion of Mr. Woodward,

The House again went into Committee of the whole on a Bill to repeal an Act, intituled "An Act to authorize the widening of Saint John Street and the continuation thereof to Duke Street, in the City of Saint John," and to make more effectual provision for the same.

Mr. Cranney 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. Woodward,

The House went into Committee of the whole on a Bill to admit certain articles, the growth or production of the United States of America, into this Province Duty free, upon condition that the like articles, the growth or production of this Province, are admitted into the United States Duty free.

Mr. Cranney 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. L. A. Wilmot,

That the House proceed to the Order of the Day of the seventeenth day of March instant, to go into Committee of the whole on the Report of the Select Committee, submitted to the House on that day, upon the subject of Railways—

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 matters referred to them under their consideration, had made progress therein, and he was directed to ask for leave to sit again to-morrow.

Ordered, That the Report be accepted and leave granted, and that the House do to-morrow resume the consideration of the said subject.

Mr. Taylor, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of yesterday, upon the subject of the Salary of the Honorable Thomas Baillie, Surveyor General, reported—That they had attended to that duty, and that His Excellency was pleased to say, he would furnish the House with such papers as were necessary to the understanding of the case.

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

Reports from John A. Beckwith, Esquire, Commissioner for exploring a Line of Road from Fredericton to Richibucto, accompanied by Plans of such Exploration: and

Report from Richard Hayne, Esquire, joint Commissioner for the expenditure of appropriation made for Roads leading through the Property of the New Brunswick and Nova Scotia Land Company, accompanied by Plans.

[See Appendix.]

Auditor General's Report on Accounts for Exploration Surveys made in the year 1848.

[See Appendix.]

Mr.

Mr. Connell, by leave, presented a Petition from Charles Perley, A. Sherman Carman, Richard English, Esquires, and one hundred and sixty three others, of the County of Carleton, praying that the Bill now before the House authorizing the issue of Scrip, on the credit of the Province, towards completing the Rail Road from Saint Andrews to Woodstock, may pass into a Law; 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, 21st March, 1849.

Prayers.

On motion of Mr. Gilbert,

Resolved, That the Committee appointed on the seventeenth day of March instant, to take into consideration the distress arising from the failure of the Crops the past year, be increased to the number of nine Members.

To which the Honorable Mr. Partelow moved as an amendment—To expunge the words "increased to the number of nine Members," and substitute the word "discharged."

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

YEAS.		NAYS.	
The Hon. Mr. Partelow,	Mr. Ritchie,	Mr. Steves,	Mr. Taylor,
The Hon. Mr. Wilmot,	Street,	Read,	M'Leod,
Mr. Wark,	J. Earle,	Smith,	Cranney,
Woodward,	Hayward,	Landry,	Tibbits,
Brown,	R. D. Wilmot,	End,	Carman.
Wilson,	Thomson,	Connell,	
Botsford,	Boyd,	Baillie,	
Vail,	S. Earle,	Miles,	
Jordan,	Ansley.	Gilbert,	

And so it was carried in the affirmative, and the Committee accordingly discharged.

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

Auditor General's Report on claims of several Supervisors and Commissioners of Roads for special services performed by them.

[See Appendix.]

Return from Central Fire Insurance Company for the year ended on the sixth day of March, 1849.

[See Appendix.]

On motion of the Honorable Mr. L. A. Wilmot,

The House resolved itself into Committee of the whole, under the adjourned Debate of yesterday, and resumed the further consideration of the Report of the Select Committee upon the subject of Railways.

Mr. M'Leod 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 to-morrow.

Ordered, That the Report be accepted, and leave to sit again granted; and further

Ordered, That the House do to-morrow again resolve itself into Committee of the whole, and resume the further consideration of the subject of the Report referred to them.

Mr. Tibbits, from the Committee appointed on the second day of February last, to take into consideration a Petition from Simon Hebert, praying to be quieted in the possession of certain Land held by him at Madawaska, 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 were referred the Petition of Simon Hebert, and other papers, relating to a Lease or Licence of Occupation of a certain piece or parcel of Land in the Parish of Madawaska, Carleton County, have attentively investigated the subject, and Report—

“ The object of Petitioner S. Hebert is, that he may be quieted in his possession, or receive a reasonable remuneration for his outlay and improvements on the same.

“ It appears by the Petition of S. Hebert, that he became the possessor, through his late Father, Simon Hebert, of a piece of Land containing one hundred and thirty acres, situate on the upper bank of the Madawaska River, at its confluence with the River Saint John, the said tract of Land having been held before the Treaty of Washington under a Licence of Occupation from the Government of this Province.

“ That on the settlement of the Disputed Boundary between the Governments of Great Britain and the United States of America, having learned that by the provisions of said Treaty, all persons who had been in possession of any improvements for six years previous to the ratification of the Treaty, were to be quieted in their possessions, he made immediate arrangements to remove to the British side of the River Saint John, and accordingly located himself on the tract of Land in question ; that he filed his claim with the Commissioners appointed to settle the claims made under the Ashburton Treaty.

“ It appears by the information afforded the Committee, that the Petitioner has erected a comfortable dwelling house or cottage, blacksmith's shop, barns and out houses on said Land, and made great improvements thereon, under the belief (as Petitioner states,) that his title was equitable and would be made legal.

“ The Committee, after carefully considering the whole matter referred to them, are of opinion, that if the Crown should resume the Land without making Petitioner an equitable allowance for his improvements, his case would be one of extreme hardship ; they therefore recommend that so much of the Land included in the Lease from the Crown to Simon Hebert, under date the eighteenth June, 1831, lying southwest of the Road as at present occupied, leading to the Saint Francis, including his Buildings, should be quieted to him, reserving therefrom a Public Road along the Bank of the Madawaska River to the Saint John, and that the proceeds of the sale, when such sale shall be made by the Government, of the small point of Land occupied by John Emerson, under Lease from Mr. Hebert, shall be paid over to the said Hebert, in full of all further claims.

“ JAMES TIBBITS,
D. HANINGTON,
THOS. BAILLIE.

“ *Committee Room, 19th March, 1849.*”

Ordered, That the Report be accepted.

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

Thursday, 22d March, 1849.

Prayers.

On motion of Mr. Hayward,

The House went into Committee of the whole on a Bill for the adjustment of certain outstanding Bonds to the Crown.

Mr. Woodward 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 said Bill.

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

The Honorable Mr. Fisher, by leave, presented a Petition from John Simpson, Esquire, Mayor of the City of Fredericton, together with Joseph Gaynor, Frederick W. Hatheway, and one hundred and forty others, Freeholders and Inhabitants of the said City, praying that an Act may pass to provide for the Representation of the said City ; which he read.

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

On

On motion of the Honorable Mr. Fisher,

Resolved, That the House do now go into Committee of the whole on a Bill to provide for the Representation of the City of Fredericton.

To which Mr. Ritchie moved as an amendment—To expunge the word “now,” and substitute the words “this day three months.”

And upon the question, the House divided—

YEAS 25.

NAYS 7.

Whereupon it was carried in the affirmative, and the further consideration of the said Bill accordingly postponed for three months.

On motion of Mr. Woodward,

Resolved, That the House do now go into Committee of the whole on a Bill to increase the number of Representatives in the House of Assembly for the City of Saint John.

To which Mr. Vail moved as an amendment—To expunge the word “now,” and substitute the words “this day three months.”

And upon the question, it was carried in the affirmative, and the further consideration of the said Bill accordingly postponed for three months.

The Honorable Mr. Partelow moved for leave to bring in a Bill in further amendment of the Militia Law.

Leave granted.

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

On motion of the Honorable Mr. L. A. Wilmot,

The House again resolved itself into Committee of the whole, under the adjourned Debate of yesterday, and resumed the further consideration of the Report of the Select Committee upon the subject of Railways.

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the subject matter of the said Report referred to them again under their consideration, had made further progress therein, and he was directed to ask for leave to sit again to-morrow.

Ordered, That the Report be accepted and leave granted; and further

Ordered, That the House do to-morrow again resolve itself into Committee of the whole, and resume the further consideration of the said subject.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House, that the Council had agreed to the amendments made by the Assembly to—

The Bill, intituled “An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions within this Province, with respect to Summary Convictions and Orders.”

And that they had also agreed to

The Bill imposing Duties for raising a Revenue.

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

Friday, 23d March, 1849.

Prayers.

Read a second time—

A Bill in further amendment of the Militia Law.

Read a third time as engrossed,

A Bill for the adjustment of certain outstanding Bonds to the Crown.

Resolved, That the Bill do pass.

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

Mr.

Mr. Carman moved for leave to bring in a Bill for the re-appropriation of the sum granted to the County of Northumberland at the last Session of the Legislature for the purchase of Seed.

Leave granted.

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

On motion of Mr. Tibbits,

Resolved, That an humble and dutiful Address be presented to Her Most Gracious Majesty the Queen, praying that an early settlement of the Boundary between this Province and Canada may be effected, by such means as to the Royal wisdom may seem meet; and that the Honorable the Legislative Council be requested to join in such Address.

Ordered, That Mr. Tibbits do communicate the said Resolution to the Council.

Mr. Ansley, by leave, presented a Petition from the Mayor, Aldermen and Commonalty of the City of Saint John, praying that the Bill now before the House for the widening of Saint John Street, and the continuation thereof to Duke Street, may not pass into a Law, whereby a general assessment upon the inhabitants of the said City for that purpose may be authorized; which he read.

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

On motion of Mr. S. Earle,

Resolved, That the Petition of Malcom King, of the Parish of Springfield, in Kings' County, praying compensation for conveying Her Majesty's Mails from the Way Office in Springfield, to David Coldwell's, in Norton, which was presented to the House on the sixth day of February last, and ordered to lie on the Table, be now referred to the Committee appointed on the eighth day of the same month to take into consideration all matters relating to Couriers and Carriers of Mails, to report thereon.

On motion of the Honorable Mr. L. A. Wilmot,

The House again resolved itself into Committee of the whole, under the adjourned Debate of yesterday, and resumed the further consideration of the Report of the Select Committee on the subject of Railways.

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the subject matter of the said Report referred to them again under their consideration, had made further progress therein, and he was directed to ask for leave to sit again to-morrow.

Ordered, That the Report be accepted and leave granted; and further

Ordered, That the House do to-morrow again go into Committee of the whole, and resume the further consideration of the said subject.

Mr. Ritchie, from the Committee appointed on the thirty first day of January last, to take under consideration the subject of the Public Printing, 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 to consider and Report upon the Public Printing in this Province, with a view of effecting a reduction in that portion of the Public Expenditure, Report—

“ That your Committee having examined the Accounts of the Queen's Printer, and received his explanations thereon, and having obtained the assistance of and information from Messieurs Seeds and Fenety, of Saint John, and Messieurs Phillips and Hogg, of Fredericton, Gentlemen conducting Public Journals, and practically acquainted with the subject of Printing in this Province, and having duly and carefully investigated the subject, beg to Report—

“ That the Committee have come to the unanimous conclusion, that the sum now paid for Printing is far beyond the means of this Province, and that immediate action should be taken by the Legislature for introducing large retrenchment in this branch of the Public Expenditure.

“ For the accomplishment of so desirable an object, your Committee are of opinion, two courses should be adopted: 1st—To reduce as much as possible, consistently with the public service, *the quantity of Printing*: and 2dly—*The price*. “ A

“ A fair average for the last three years of the receipts of the Queen’s Printer may be stated at £2,170: This does not include any amounts received or payable for sales of Gazettes to private parties, or for Advertisements required by Law to be inserted in the Gazette, such as Bankrupt Notices, Sheriff’s Sales, &c., (from which, if the number of Advertisements of this description in the Gazette be referred to, a large Revenue must be derivable,) or in fact any other source of emolument from the Paper, but what is disbursed directly from the Treasury.

“ This sum of £2,170 may be stated as follows :—

Legislative Council Printing, (exclusive of Journals,)	£48	0	0
House of Assembly Printing, (exclusive of Journals,)	245	0	0
Journals of Council, (Revised,)	106	0	0
Do. Council and House, (Daily,)	400	0	0
Do. House, (Revised,) including Appendices,	425	0	0
Publications in the Royal Gazette,	240	0	0
Printing Laws in do. including Marginal Notes,	215	0	0
Printing Laws for Binding,	162	0	0
Copies of Gazette,	224	0	0
Miscellaneous,	105	0	0
	<u>£2,170</u>	<u>0</u>	<u>0</u>

“ In the first place, with respect to the Journals, your Committee propose that instead of the Journals being printed as Daily Journals, and subsequently Revised, they should be printed in the first instance as they are to be bound, and that the number of Journals should be reduced from 1,200 to 500 :—350 to be distributed as at present, and 150 to be bound with the Appendices at the close of the Session ;— That the printing of the Journals, with the other miscellaneous Printing of the Legislature, for a period of at least four years, should be put up to public competition ; Tenders to be advertised for, and to be handed in to the Clerk of the House of Assembly by the first day of July or August next, accompanied by security for the faithful performance of the work.

“ From this change in the mode of printing the Journals, your Committee anticipate a saving of the amount now paid for the Revised Journals of £280—and a further large reduction must necessarily arise from the reduced quantity, as well as from the competition.

“ With respect to the publications in the Gazette, your Committee are informed that the sums charged are not beyond the usual and customary charges for Newspaper Advertisements; but your Committee think, that if the extent of Advertisements should not entitle the public to a reduction in the price, still they are of opinion, that the number and length of Advertisements might be much curtailed, and a large saving be thus effected; and they would particularly urge, that instructions should be given by the Executive to the Heads of Departments respectively, to curtail as much as possible the Printing from their Offices; and they would particularly call the attention of the House to the fact, that for the mere repetition of Notices of Executive Appointments alone, an expense, as appears by this year’s Account, of £50 was incurred; this practice of repeating these Advertisements your Committee think should be forthwith abolished, as being utterly useless, and whereby an immediate saving of £50 at least would be made.

“ The Laws are published in the Royal Gazette, and charged for as Advertisements, at the rate of 2s. 6d. for a square of one hundred words; this charge, your Committee, from the information furnished to them, believe, as an advertising charge, to be reasonable; but when copies of the Laws are struck off for binding, the same types are used, without being re-set, and they are then charged at £6 for eight quarto pages with Marginal Notes. In counting the number of words, your Committee find that this, although another mode of making the charge, is in fact at the same rate as the original Advertisements in the Gazette, and which they cannot sanction, but think that the same principle as pursued with reference to Advertisements of charging one half for repetition should be adopted, by which a saving of £80 would be effected.

"Your Committee find charged for Gazettes £224, being four hundred and forty eight copies at 10s.

"Your Committee recommend that three hundred and ninety three copies of said Gazette should be at once stopped, as they consider fifty five copies amply sufficient for the public service; which copies they would recommend should be distributed as follows, viz:—

Government House, now sent,	....	....	....	....	....	....	6
Legislative Council,	....	....	....	....	....	....	1
House of Assembly,	....	....	....	....	....	....	1
Legislative Library,	....	....	....	....	....	....	1
Attorney General,	....	....	....	....	....	....	1
Solicitor General,	....	....	....	....	....	....	1
<i>Public Offices.</i>							
Provincial Secretary,	....	....	....	....	....	....	1
Crown Land Office,	....	....	....	....	....	....	1
Audit Office,	....	....	....	....	....	....	1
Receiver General,	....	....	....	....	....	....	1
Clerk of Supreme Court,	....	....	....	....	....	....	1
Provincial Treasurer,	....	....	....	....	....	....	1
Deputy Treasurers',	....	....	....	....	....	....	12
Clerks of the Peace in the several Counties, one each,	....	....	....	....	....	....	13
Registers of Deeds and Wills in the several Counties, one each,	....	....	....	....	....	....	13

55

"By this arrangement an additional saving of £196 10s. will be effected.

"Your Committee suggest that in the different Public Offices, to which these Gazettes are to be sent, they should be there filed and kept as Public Records, to be opened to the inspection of all parties free of charge.

"It will be seen that if the suggestions of your Committee are adopted, an immediate reduction will be effected, as follows:—

In Revised Journals,	....	....	....	....	....	....	£280	0	0
" Laws,	....	....	....	....	....	....	80	0	0
Gazettes,	....	....	....	....	....	....	196	10	0
Continued Advertisements,	....	....	....	....	....	....	50	0	0
							£606	10	0

"To the above must be added the further large reduction that your Committee are satisfied must be brought about by the reduced number of Journals, competition in Printing the Journals and miscellaneous work of the Legislature, and by the reduction in the length and number of Advertisements.

"Respectfully submitted.

" W. J. RITCHIE,
JAMES BROWN,
W. WILSON,
JAMES TAYLOR,
J. R. PARTELOW.

.. Committee Room, 23d March, 1849."

Ordered, That the Report be accepted, and the Committee continued to enable them to report further upon the matters referred for their consideration.

On motion of Mr. Ritchie,

Ordered, That the House do on Monday next the twenty sixth day of March instant, resolve itself into Committee of the whole in further consideration of Supplies to be granted for the Public Service.

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

Saturday, 24th March, 1849.

Prayers.

Read a second time—

A Bill for the re-appropriation of the sum granted to the County of Northumberland at the last Session of the Legislature for the purchase of Seed.

Mr. Woodward, 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 widening and enlarging of Mill Street to such an extent as will afford adequate accommodation to the community, and give additional security against the progress of Fire in that section of the said City in future; which he read.

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

Mr. Woodward moved for leave to bring in a Bill to authorize the widening and enlarging of Mill Street, in the City of Saint John.

Leave granted.

The said Bill being brought in was read a first and second times.

Mr. R. D. Wilmot moved for leave to bring in a Bill for regulating the shipping of Seamen in the Port of Saint John.

Leave granted.

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

On motion of Mr. Tibbits,

Resolved, That the Report of the Select Committee appointed to take into consideration the Petition of Simon Hebert, praying to be quieted in the possession of the Lands improved by him at Madawaska, or remunerated for his improvements, which was submitted to the House on the twenty first day of March instant, be now adopted; and

On like 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 carried into effect the recommendations contained in the Report of the Select Committee appointed to investigate the Petition of Simon Hebert, and that a copy of the said Report be presented to His Excellency with the Address.

Ordered, That Mr. Tibbits, Mr. Connell, and Mr. Hayward, be a Committee to wait upon His Excellency with the Address.

On motion of the Honorable Mr. L. A. Wilmot,

The House again resolved itself into Committee of the whole, under the adjourned Debate of yesterday, and resumed the further consideration of the Report of the Select Committee on the subject of Railways.

Mr. M'Leod in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the subject matter of the said Report referred to them, under their further consideration, the following Resolution was first before the Committee:—

Resolved, As the opinion of this Committee, That the present condition of this Province requires immediate action to be taken by the Legislature for the introduction of Capital to be expended on some great Public Work, and that the most eligible work for such expenditure would be a Railway.

To which it was moved as an amendment—To expunge the whole thereof, after the words “opinion of this Committee,” and substitute as follows:—

“That the construction of Railways for the purpose of opening up a communication between some Port or Ports in the Bay of Fundy and Quebec, or the Valley of the Saint Lawrence, is of vast importance to these Colonies;—and in order to embrace the interests of different parts of the Province, it is further Resolved, that the Committee do recommend that a Railway be commenced from Shediac to Petitcodiac; also that the Line from Saint Andrews to Woodstock, now in progress, be proceeded with; also that a Line from Saint John, by the Douglas Valley, to connect Fredericton with the Line from Saint Andrews to Woodstock, be explored and surveyed; and that Funds for the above purposes be raised by the issue of Provincial Scrip, on the faith and credit

credit of the Province; to be issued in sums of equal amount, as soon as each of the Companies, organized for that purpose, prove to the satisfaction of the Government, that £10,000 have been absolutely expended by each Company on said Rail Roads respectively, and in the same proportion for every £5,000 so expended by them, not to exceed in the whole —."

And upon the question for adopting the said amendment, the Committee divided as follows:—

YEAS.	NAYS.
Mr. Baillie,	The Hon. Mr. Speaker,
Connell,	The Hon. Mr. Wilmot,
Brown,	The Hon. Mr. Hanington,
Porter,	The Hon. Mr. Fisher,
Boyd,	The Hon. Mr. Partelow,
Thomson.	Mr. Woodward,
	Wilson,
	Steves,
	S. Earle,
	Montgomery,
	Smith,
	Read,
	Landry,
	R. D. Wilmot,
	Botsford,
	Mr. Vail,
	Jordan,
	Ritchie,
	Ansley,
	Street,
	Taylor,
	Hayward,
	Miles,
	J. Earle,
	Gilbert,
	Carman,
	Tibbits,
	Cranney,
	Wark,
	Barberie.

Whereupon it was decided in the negative.

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

YEAS.	NAYS.
The Hon. Mr. Speaker,	Mr. Botsford,
The Hon. Mr. Wilmot,	Vail,
The Hon. Mr. Partelow,	Jordan,
The Hon. Mr. Hanington,	Ritchie,
Mr. Woodward,	Ansley,
Wilson,	Street,
Read,	Barberie,
S. Earle,	Hayward,
Montgomery,	Carman,
Smith,	Brown,
Steves,	Cranney,
Landry,	Porter.
R. D. Wilmot,	
	The Hon. Mr. Fisher,
	Mr. Baillie,
	Taylor,
	Miles,
	J. Earle,
	Gilbert,
	Tibbits,
	Wark,
	Thomson,
	Boyd,
	Connell,

And it was thereupon carried in the affirmative.

The following Resolution was then moved—

Resolved, As the opinion of this Committee, That so much of the Report of the Select Committee on Railways as recommends the construction of a Railway between Saint John and Shediac, should be adopted by the House, and that Stock to the extent of £250,000, the estimated one half cost of such construction, should be taken by the Province, and the remainder be left open for private subscription; and that before any part of any such Stock to be taken by the Province be expended thereon, at least £50,000 of the remainder be *bona fide* subscribed, and ten per centum thereon be paid in as may be directed by any Act or Acts that may hereafter be passed to facilitate the building of such Railway.

To which it was moved as an amendment—To expunge the whole thereof, after the words "opinion of this Committee," and substitute as follows:—

"That to encourage the internal improvement and for the construction of Public Works in the Province the sum of £—— should be raised, by the issue of Provincial Scrip, for the purpose of being appropriated towards the improvement of the Navigation of the River Saint John, and in aid of individual enterprise in the construction of Rail Roads; in the ratio of £—— to every £—— that any Association or Company of persons may expend upon such object."

And

And upon the question for this amendment, the Committee again divided as follows :

YEAS.

The Hon. Mr. Fisher,
The Hon. Mr. Wilmot,
Mr. Baillie,
Boyd,
Thomson,
Tibbits,
Brown,
Gilbert,
Miles,
Porter,
Taylor,
Connell.

NAYS.

The Hon. Mr. Speaker,	Mr. Ansley,
The Hon. Mr. Partelow,	Ritchie,
The Hon. Mr. Hanington,	Barberie,
Mr. End,	R. D. Wilmot,
Wilson,	Street,
Montgomery,	Vail,
Read,	Jordan,
Steves,	J. Earle,
Woodward,	Wark,
S. Earle,	Carman,
Smith,	Cranney,
Landry,	Botsford.

Whereupon it was decided in the negative.

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

YEAS.

The Hon. Mr. Partelow,
The Hon. Mr. Hanington,
Mr. Steves,
S. Earle,
Ansley,
Barberie,
Ritchie,
Woodward,
R. D. Wilmot,
Jordan.

NAYS.

The Hon. Mr. Speaker,	Mr. Taylor,
The Hon. Mr. Wilmot,	Porter,
The Hon. Mr. Fisher,	Baillie,
Mr. Montgomery,	Hayward,
Read,	Miles,
Wilson,	Gilbert,
End,	Tibbits,
Smith,	Thomson,
Landry,	Carman,
Botsford,	Brown,
Vail,	Cranney,
Connell,	Boyd,
Street,	Wark.
J. Earle,	

And it was also decided in the negative.

The following Resolution was then moved :—

Whereas that Section of the Line of Rail Road contemplated between the City of Saint John and Shediac, which will connect the Waters of the Gulf of Saint Lawrence with those of the Bay of Fundy, would be of great Commercial importance ; therefore

Resolved, That the Executive Government be authorized to commence and complete the same, and that the necessary funds be provided, either upon the issue of Provincial Debentures or of Treasury Notes.

To which it was moved as an amendment—To expunge the whole of the Resolution, after the word “ Resolved,” as well as the Preamble thereto, and substitute as follows :—

“ As the opinion of this Committee, that the House should adopt so much of the Report of the Select Committee as relates to the construction of the Railway from Saint John to Shediac.”

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

YEAS.

The Hon. Mr. Speaker,	Mr. Jordan,
The Hon. Mr. Partelow,	Woodward.
The Hon. Mr. Wilmot,	
The Hon. Mr. Hanington,	
Mr. Ritchie,	
Ansley,	
Steves,	
Montgomery,	
S. Earle,	
Botsford,	
Vail,	
Barberie,	

NAYS.

The Hon. Mr. Fisher,	Mr. Gilbert,
Mr. Wilson,	Tibbits,
Read,	Wark,
End,	Thomson,
Smith,	Carman,
Street,	Cranney,
Taylor,	Boyd,
R. D. Wilmot,	Brown,
Porter,	Connell,
Baillie,	J. Earle,
Miles,	Landry.
Hayward,	

And it was thereupon decided in the negative.

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

YEAS.

The Hon. Mr. Partelow,
The Hon. Mr. Hanington,
Mr. Ansley,
Read,
Wilson,
Steves,
Smith,
Landry,
Woodward,
R. D. Wilmot,
Baillie,
Miles,
Hayward.

NAYS.

The Hon. Mr. Speaker,	Mr. Porter,
The Hon. Mr. Wilmot,	Street,
The Hon. Mr. Fisher,	Tibbits,
Mr. End,	Gilbert,
Montgomery,	Wark,
S. Earle,	Thomson,
Vail,	Carman,
Jordan,	Cranney,
Barberie,	Brown,
Ritchie,	Boyd,
Connell,	Botsford.
J. Earle,	
Taylor,	

And it was also decided in the negative.

The following Resolution was then moved:—

Resolved, That the consolidation of the upper and lower Colonies, and the permanence of British sympathy, requires Railway facilities of Trade and mutual intercourse by the shortest and most direct Line between the Bay of Fundy and Quebec; that the Saint Andrews and Quebec Line already in progress is by far the shortest Line, and combines much more effectually than any other, National, Inter-Colonial, and Provincial interests, and with other undertakings ought to receive such immediate aid from the Province as will secure an early completion of its first Section to Woodstock.

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

YEAS.

The Hon. Mr. Fisher,
Mr. Boyd,
Brown,
Thomson,
Porter,
Tibbits,
Baillie,
Taylor,
Woodward,
Street,
Connell,
Hayward.

NAYS.

The Hon. Mr. Speaker,	Mr. Vail,
The Hon. Mr. Wilmot,	Jordan,
The Hon. Mr. Partelow,	Barberie,
The Hon. Mr. Hanington,	Ritchie,
Mr. Wilson,	J. Earle,
Ansley,	R. D. Wilmot,
Montgomery,	Miles,
Read,	Gilbert,
S. Earle,	Wark,
Steves,	Carman,
Smith,	Cranney,
Landry,	End.
Botsford,	

And it was also decided in the negative.

That the Committee then passed the following Resolutions:—

Resolved, unanimously, As the opinion of this Committee, that the construction of a Trunk Line of Railway from Halifax to Quebec, is of paramount importance for the consolidation of the Colonies, and for the preservation of British interests on this Continent.

Resolved, unanimously, As the opinion of this Committee, that the Legislature should secure to the Queen's Majesty all the ungranted Lands through which the said Road may pass, to the extent of five miles on each side of the said Road, to be disposed of in such manner as may be deemed most advisable; and that a breadth of way and the necessary Stations through and upon private property should be secured at the Public expense.

Ordered, That the Report be accepted.

The Resolutions as passed in the Committee, being read at the Clerk's Table, were adopted by the House, and are as follow:—

Resolved, That the present condition of this Province requires immediate action to be taken by the Legislature for the introduction of Capital to be expended on some great Public Work, and that the most eligible work for such expenditure would be a Railway."

Resolved,

Resolved, unanimously, That the construction of a Trunk Line of Railway from Halifax to Quebec is of paramount importance for the consolidation of the Colonies and for the preservation of British interests on this Continent."

Resolved, unanimously, That the Legislature should secure to the Queen's Majesty all the ungranted Lands through which the said Road may pass, to the extent of five miles on each side of the said Road, to be disposed of in such manner as may be deemed most advisable; and that a breadth of way and the necessary Stations through and upon private property should be secured at the Public expense."

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House that the Council had agreed to

The Resolutions of Appropriation sent up from the Assembly dated the seventeenth day of March instant, with the exception of the following Grant:—

"To Thomas Haverty the sum of ten pounds for six months services as a Teacher, ending on the eighteenth day of June one thousand eight hundred and forty one;"

In which Resolution the Legislative Council do not concur.

And he also communicated the following:—

Legislative Council Chamber, 23d March, 1849.

Resolved, That this House do agree to the proposed Address to Her Most Gracious Majesty, praying that an early settlement of the Boundary between this Province and Canada may be effected by such means as to the Royal Wisdom may seem meet.

"G. BOTSFORD, Clerk Leg. Council."

Mr. Brown moved the following Resolution:—

Resolved, That this House do on — next, the — instant, go into Committee of the whole, in consideration of the state of the Province.

Whereupon the Honorable Mr. Hanington moved—

Resolved, That this House do now adjourn.

And upon the question, it was carried in the affirmative, and the House adjourned accordingly.

Monday, 26th March, 1849.

Prayers.

Read a second time—

A Bill for regulating the shipping of Seamen in the Port of Saint John.

On motion of Mr. Tibbits,

Resolved, That a Committee be appointed on behalf of this House, to join such Committee as may be appointed by the Legislative Council, to prepare the Address to Her Most Gracious Majesty upon the subject of an early settlement of the Boundary being effected between this Province and Canada.

Ordered, That Mr. Baillie and Mr. End do compose the said Committee; and further

Ordered, That Mr. Tibbits do communicate the same to the Council.

On motion of Mr. Boyd,

Resolved, That the House do now go into Committee of the whole in further consideration of a Bill to authorize the issue of Scrip, on the faith and credit of the Province, to be employed towards the building and completing the Rail Road from Saint Andrews to Woodstock.

To which Mr. Ritchie moved as an amendment—To expunge the word "now," and substitute the words "this day three months."

And upon the question, it was carried in the affirmative, and the further consideration of the said Bill accordingly postponed for three months.

The Honorable Mr. Partelow, from the Committee appointed on the thirty first day of January last, and to whom was referred the state of all the Roads of Communication in the Province, with directions to report what sums will be required for the repairing and

and improving thereof, 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 to take into consideration what sums it may be necessary to grant for repairing and improving the Roads throughout the Province, had under their consideration the subject of the Bye Roads, and recommend to the House that an appropriation of £13,500 be made for the improvement thereof and the various Bridges in the several Counties; the same to be apportioned as follows:—

York,	....	....	....	....	....	....	....	£1,233	15	0
Carleton,	....	....	....	....	....	....	....	1,232	10	0
Queens'	....	....	....	....	....	....	....	1,150	0	0
Gloucester,	....	....	....	....	....	....	....	875	0	0
Charlotte,	....	....	....	....	....	....	....	1,357	10	0
Kings'	....	....	....	....	....	....	....	1,317	10	0
Saint John,	....	....	....	....	....	....	....	983	10	0
Sunbury,	....	....	....	....	....	....	....	694	0	0
Northumberland,	....	....	....	....	....	....	....	1,296	5	0
Restigouche,	....	....	....	....	....	....	....	693	15	0
Westmorland,	....	....	....	....	....	....	....	1,130	0	0
Kent,	....	....	....	....	....	....	....	842	10	0
Albert,	....	....	....	....	....	....	....	693	15	0
Total,								£13,500	0	0

“Respectfully submitted.

“J. R. PARTELOW,
S. Z. EARLE,
WILLIAM END,
THOMAS GILBERT,
J. MONTGOMERY,
J. SMITH,
JAMES BOYD,
DAVID WARK,
GEO. HAYWARD,
D. HANINGTON,
CHARLES CONNELL,
CHARLES FISHER,
W. CARMAN.

“Committee Room, 26th March, 1849.”

Ordered, That the Report be accepted, and the Committee continued to enable them to report further upon the matters referred for their consideration; and

On motion of the Honorable Mr. Partelow,

Ordered, That the said Report be referred to the Committee of Supply.

On motion of the Honorable Mr. Partelow,

That the House proceed to the Order of the Day of the twenty third day of March instant, to go into Committee of the whole in further consideration of Supplies to be granted for the Public Service—

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 matters referred to them again under their consideration, had passed a number of Resolutions; and he having read the same, handed them in at the Clerk's Table, where they were again read, and are as follow:—

Resolved, That there be granted

To John Boyer, of the Parish of Simonds, in the County of Carleton, the sum of £7 10s., being amount due the late Nancy Wheeler, Widow of an old Soldier of the Revolutionary War, at the period of her death.

To the Justices of the Peace for the County of Carleton the sum of £—— to enable them to discharge the debt due by said County.

Upon the question for sustaining this Resolution, it was unanimously decided in the negative.

To

To J. C. Pinquet, of the Parish of Madawaska, in the County of Carleton, the sum of £—— balance due him for services rendered in preventing the spread of Small Pox in the year 1844.

Upon the question for sustaining this Resolution, the Committee divided—

YEAS 5.

NAYS 21.

And it was thereupon decided in the negative.

To Theodore Kearney, of Wakefield, in the County of Carleton, the sum of £—— to aid him in his present circumstances, in consequence of having received a wound by a Pistol Ball while in the discharge of his duty in the Militia under the orders of the Magistrates at the time of the Riots in July 1847.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Isaac Springstead, of Quaco, in the County of Saint John, an old Soldier of the Revolutionary War, the sum of £——.

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

YEAS.

NAYS.

Mr. Wilson,
Read,
Vail,
Jordan,
End,
R. D. Wilmot,
Street,
Taylor,
Ritchie,

Mr. Woodward,
Hayward,
Baillie,
Miles,
Porter,
Thomson,
Brown,
Steves.

The Hon. Mr. Speaker,
The Hon. Mr. Partelow,
The Hon. Mr. Hanington,
Mr. J. Earle,
Landry,
Barberie,
Connell,
M^cLeod,
S. Earle,

Mr. Carman,
Cranney,
Boyd,
Gilbert,
Wark.

And it was carried in the affirmative, and the blank filled up with the sum of £10.

To Rebecca Berry, Widow of Thomas Berry, an old Soldier of the Revolutionary War, the sum of £—— to relieve her in her present destitute circumstances.

Upon the question for sustaining this Resolution, the Committee divided—

YEAS 20.

NAYS 13.

And it thereupon passed in the affirmative, and the blank was filled up with the sum of £10.

To Hannah Vann, Widow of an old Soldier of the Revolutionary War, the sum of £—— to assist her in her present destitute condition.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £—— in payment of the balance due Francis Elliot for the erection of a Bridge over Bathurst Basin, in the County of Gloucester, including allowance for extra work in raising the height of the Bridge, in full of all demands for principal, interest, and extra work, for and on account of said Bridge, and as a final settlement of the transaction.

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

YEAS.

NAYS.

The Hon. Mr. Wilmot,
The Hon. Mr. Fisher,
Mr. Connell,
Taylor,
Thomson,
Read,
Wilson,
Barberie,
End,

Mr. Street,
Montgomery,
Baillie,
Tibbits,
M^cLeod,
Wark,
Brown,
Porter,
Carman.

The Hon. Mr. Speaker,
The Hon. Mr. Partelow,
The Hon. Mr. Hanington,
Mr. Cranney,
Gilbert,
Steves,
Miles,
S. Earle,
Jordan,

Mr. Vail,
Ritchie,
Landry,
J. Earle,
Smith,
Ansley.

And it was thereupon carried in the affirmative.

It was then moved—That the blank be filled up with the sum of £350.

Upon this question, the Committee again divided as follows:—

YEAS.		NAYS.	
The Hon. Mr. Wilmot,	Mr. Street,	The Hon. Mr. Speaker,	Mr. Vail,
The Hon. Mr. Fisher,	Montgomery,	The Hon. Mr. Partelow,	Ritchie,
Mr. Connell,	Baillie,	The Hon. Mr. Hanington,	Landry,
Taylor,	Tibbits,	Mr. Cranney,	J. Earle,
Thomson,	M'Leod,	Gilbert,	Smith,
Read,	Wark,	Steves,	Ansley.
Wilson,	Brown,	Miles,	
Barberie,	Porter,	S. Earle,	
End,	Carman.	Jordan,	

And it was also carried in the affirmative, and the blank filled up with the said sum of £350.

To Jane M'Rae, of Chatham, in the County of Northumberland, Widow of the late Duncan M'Rae, an old Soldier of the Revolutionary War, the sum of £—— to assist her in her present destitute situation.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Robert M'Kay, Junior, of the Parish of Northesk, in the County of Northumberland, the sum of £7 10s. for taking care of Susannah Beckwith, the Widow of an old Soldier of the Revolutionary War, to the time of her death.

To Mary M'Leod, the Widow of the late Murdoch M'Leod, of Alnwick, in the County of Northumberland, an old Soldier of the Revolutionary War, the sum of £10 to assist her in her present destitute circumstances.

To Flora M'Graw, of the Parish of Blackville, in the County of Northumberland, Widow of the late Alexander M'Graw, an old Soldier of the Revolutionary War, the sum of £—— to assist her in her present destitute situation.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

And the Chairman further reported, that he was directed to ask for leave to sit again to-morrow.

Ordered, That the Report be accepted, the Resolutions as passed in the Committee engrossed, and that the House do to-morrow resolve itself into Committee of the whole, and resume the further consideration of Supplies to be granted for the Public Service.

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

Auditor General's Report on the Accounts of the Commissioners for expending the Bye Road Appropriations and local Special Grants during the past year.

[See Appendix.]

Report from Alexander Goodfellow, joint Commissioner with R. Hayne, for the expenditure of appropriation for Roads leading through the New Brunswick and Nova Scotia Land Company's Property.

[See Appendix.]

Report from Jacob Young, Commissioner to explore as to an alteration in a part of the Great Road from Fredericton to Saint Andrews, lying between the Baptist Meeting House in Saint Andrews and Samuel Johnson's.

[See Appendix.]

On motion of Mr. Brown,

The House went into Committee of the whole on a Bill to appropriate a part of the Public Revenue for the services therein mentioned.

Mr. Cranney 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.

Tuesday, 27th March, 1849.

Prayers.

Read as engrossed,
The Resolutions of Appropriation made and passed in Supply yesterday the twenty sixth day of March instant.

Ordered, That Mr. Carman do take the said Resolutions to the Council, and desire their concurrence thereto.

On motion of the Honorable Mr. Hanington,

Resolved, That no application for permission to enter Notices on the Supply Book be sustained by the House, nor any entry made thereon after Saturday the thirty first day of March instant, except it may arise by Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Partelow, 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 nineteenth day of March instant—

Copies of Correspondence, and other Documents, in reference to the increase of Salary to the Honorable Thomas Baillie, Surveyor General, from Currency to Sterling.

These Documents being read at the Clerk's Table, are as follow :—

SALARY TO SURVEYOR GENERAL.

(Copy—No. 87.)

Downing Street, 22d June, 1847.

SIR.—I have received your Despatch and its enclosures of the 27th May, No. 43, on the subject of the claim of Mr. Thomas Baillie, the Surveyor General of New Brunswick, to the Salary of £1,200 Sterling per annum, instead of £1,200 Currency, since his re-appointment to office.

A Committee of the House of Assembly having investigated this claim, and reported in favour of its admission, Her Majesty's Government have no motive for opposing themselves to the wishes of the House: I have therefore to instruct you to direct payment to be made to Mr. Baillie of the Salary of his office in future in Sterling money, and cause the arrears due to him to be paid out of any funds which your Executive Council may think lawfully applicable to the purpose.

I have, &c.

(Signed)

GREY.

Lieut. Governor Sir William Colebrooke, &c. &c. &c.

Remarks on the claims of the Surveyor General (the Honorable Thomas Baillie) to a Salary of £1200 Sterling per annum.

1st—Mr. Baillie held the two situations of Commissioner of Crown Lands and of Surveyor General.

For his services in these two capacities he received the following Salaries, viz :—

For the office of Commissioner of Crown Lands, at and after the rate of £900 Sterling, per annum,	1200	0	0
For the office of Surveyor General, £150 Sterling; and for the commutation of Fees attached to the office, he received £700,	850	0	0
	Sterling,	£1,750	0 0
Payable in Dollars at 4s. 4d. each.			
Add therefore, 2-13ths,		269	4 6
	Currency,	£2,019	4 6

At which rate he was paid quarterly, as will be observed by the Annual Returns, £504 16 1 each Quarter.

2nd—On the surrender of the Crown Revenues in this Province, which took place in 1837, by His late Majesty's Government, the office of Commissioner of Crown Lands became abolished, and the management of the Lands and Timber, together with the proceeds thereof, devolved on the Lieutenant Governor in Council; consequently it became necessary to revise the Salaries which Mr. Baillie enjoyed, and particularly to consider what compensation should be given Mr. Baillie on his being relieved from the labour and great responsibility as Commissioner of Crown Lands.

Accordingly we find in the Assembly's Journal of 1839, page 349, copy of a Despatch from Lord Glenelg, dated 8th February, 1838, proposing to the Government of this Province the following rates for Mr. Baillie's *future* Salary, to be charged on the Civil List, viz :—

His full Salary and commutation as Surveyor General,	£850	0	0	Sterling.
And one fifth of his Salary as Commissioner, at £900 Sterling,	180	0	0	
	Sterling,	£1,030	0 0	per ann.

"This would leave him," says His Lordship, "in the receipt of £1,200 per annum, (*meaning Currency of course*) the precise Salary assigned by the recent Civil List Act, to the Chief Justice of New Brunswick, and which I cannot think inadequate."

The Salary assigned as above being Sterling, £1,030, let us see what it will produce in Currency.

If it be reckoned in Dollars at 4s. 4d., at which rate Mr. Baillie had *all along* received his Salary, it would stand thus—

Salary as proposed,	...	...	...	...	...	£1,030	0	0	Sterling.
Add 2-13ths,	...	...	...	...	...	158	9	2	
						<hr/>			
						£1,188	9	2	Cur'cy.

Being nearly the amount mentioned by Lord Glenelg.

Or, if it was intended (what it could not have been) to pay the Salary at the present Army rates, in Dollars at 4s. 2d. each, it would produce £1,236, very nearly also to the £1,200 Currency referred to above.

3rd—In the same Journal of 1839, page 387, a Report will be seen from a Committee of the Executive Council, dated 4th November, 1837, signed by the Honorable Mr. Shore, Mr. Robinson, and Mr. Simonds, which was adopted by that Body, and no doubt transmitted to England, and upon which there can scarcely be any doubt the Despatch of Lord Glenelg, dated 8th February, 1838, referred to above, was founded.

This Report recommends £1000 Currency as the Salary, and £200 per annum as a commuted allowance for long services, &c., making £1,200 Currency per annum, which allowance, they state, "would place the Surveyor General on an equality with the Chief Justice, whose duties are next to those of the Lieutenant Governor, undoubtedly the most important of any Public Officer in the Colony."

By the same Journal, page 457, 13th March, the House in Committee, by an overwhelming majority, 18 to 6, (Mr. Baillie having still continued to draw the Salary at the rate of £2,019 4 6 Currency per annum,) "express their dissatisfaction that the Executive Government had not carried out the reduction of the Salary of the Surveyor General according to Lord Glenelg's views, as detailed in his Despatch of the 8th February, 1838."

4th—Mr. Baillie however continued to receive his Quarter's Salary at the rate of £2,019 4 6 Currency, up to the 31st of the same month, March, being the end of the Quarter, and only eighteen days after the Resolution above referred to was passed; *but* for the following Quarter, ending 30th June, 1839, the Government carried out the recommendation of Lord Glenelg, for not doing which before, the House had expressed their dissatisfaction, as will be seen by reference to the Appendix of the Journals of 1840, page xx. For that Quarter we find assigned to him £300 Currency, being at the rate of £1,200 Currency per annum, viz:—

June 30—Mr. Baillie was assigned	£300	0	0	he took	£290	0	0
Sept. 30—For this Quarter,	300	0	0	"	299	0	0
Dec. 31—For this Quarter,	300	0	0	"	299	0	0
				<hr/>			
				£900	0	0	Currency £888 0 0

Being £12 short on these Quarters.

5th—It will be observed that we have now come down to the first of January 1840. It appears that on the 23rd January of that year, Mr. Baillie, for certain reasons, as will be seen by the Journal of the House of 1841, page 202, resigned office upon an expectation of a retired allowance being granted him. Mr. Saunders was appointed his successor; and from that time (23rd January, 1840) Mr. Baillie was paid to the end of the year, half, or a moiety of the Salary attached to the office of Surveyor General, £600 per annum. See Journal of 1841, Appendix, page xxxvii.

6th—By the Journal of 1842, Appendix, pages xx. and xxi. it will be observed, that the sum of £1,200 Currency was drawn Quarterly, half of which was applied as Salary to Mr. Saunders, the remaining half as a retired allowance to Mr. Baillie.

7th—By the Journal of 1843, page 69, copy of a Despatch from Lord John Russell, dated 24th September, 1842, will be found, "directing the Lieutenant Governor to reinstate Mr. Baillie in his office of Surveyor General, unless the House would grant him a retired allowance of £600 per annum, which arrangement (His Lordship adds) would involve no increased charge to the Provincial Revenue;" meaning of course, that the Salary of the office being fixed at £1,200 Currency per annum, he should receive one half, and Mr. Saunders the other, as provided for the previous year. If this arrangement did not meet the concurrence of the Assembly, Mr. Baillie was to take office on his former Salary.

The above instructions from His Lordship were communicated to Mr. Baillie by command of His Excellency on the 19th October, 1842, (see Journal, 1843, page 70,) and it produced his reply of the same date, "expressing his readiness to resume the duties of the office of Surveyor General upon the terms mentioned by the Secretary of State, and requesting that he might be informed on what day he should take charge." Accordingly, by a Letter from the Private Secretary, which appears on the same

same page, he was reinstated on the 26th of that month, October. It will be observed that Mr. Baillie therefore resumed office at £1,200 Currency per annum, before an expression of the opinion of the House was asked on the Despatch, the Assembly not being then in Session, and not having assembled until the 31st January following.

8th—Let us now see how far and to what extent, in addition to the facts already quoted, Mr. Baillie has acquiesced in the original determination of Lord Glenelg, the Secretary of State, to fix his allowance at £1,200 Currency, and no more.

Mr. Baillie, as it appears above, resumed office on the 26th October, 1842. By the Journal of 1843, (see Appendix, page xxix.) it will be seen—

That Mr. Saunders received for his Salary, from the first of October to the 26th of the same month, when Mr. Baillie resumed office, at the rate of £600 Currency per annum, ... £41 0 10

And that Mr. Baillie received for his Salary from the said 26th October to the 31st December, 1842, at the rate of £1,200 Currency per annum, ... 258 19 2

£300 0 0

Being at the rate of £1,200 Currency per annum.

By the Journal of 1844, it will be seen he received his Salary at the rate of £1,200 Currency per annum for the whole year 1843; and that he also received the sum of £78 18 1, being the amount of twenty four days Salary from the 1st of January, 1840, to the 24th of that month, the day after he resigned office, and to the day on which Mr. Saunders entered upon the duties, this being at the rate of £1,200 Currency per annum. See No. 5, in the division of these remarks.

By the Journal of 1845, and by subsequent Journals to 1847, including part of the latter year, the sum of £300 Currency per Quarter was always and *only* drawn as the Salary of Mr. Baillie; and by the Journal of 1845, page 52, it will be found that he actually drew the £12 short received by him in 1839. See No. 4, in the division of these remarks.

It is clearly deducible from all these remarks that the principle laid down by Lord Glenelg (see No. 2) has not been disturbed by any of His Lordship's Successors. That the Assembly and the whole Government have also strictly adhered to and acquiesced in it; and that Mr. Baillie himself, in accepting office a second time in 1842, expected nothing more than what had been previously paid him, after the abolition of his office of Commissioner of Crown Lands.

His receiving the £78 18 1, and the £12 short paid in 1839, are conclusive proofs of his acquiescence.

I have not thought proper to notice the Letter of Mr. George Baillie to Lord John Russell, of the 23rd March, 1841, wherein he intimates to His Lordship, that Mr. Baillie will resume office at £1,200 Sterling per annum, because I consider that it does not at all affect the original understanding regarding the Salary as laid down by Lord Glenelg. Upon that Despatch the Government and Legislature have acted with good faith; and when it is considered that the £1,200 Currency per annum is more than the Salary enjoyed by the Chief Justice, I think that Mr. Baillie, by being confined to that Salary, has nothing to complain of.

His successor, if the House had pensioned Mr. Baillie, would have received £600 Currency per annum, ample for the discharge of the duties, and he himself would have received the other moiety, £600 Currency, during his life.

The Report of the House of Assembly, in 1847, is of no weight in determining the question:—It was simply a Report from a Committee, which the House, from the advanced period of the Session, did not go into consideration of, and was consequently, although received as all Reports are, not adopted.

The hasty manner in which the Session was brought to a close last March, by the illness of the then Lieutenant Governor, prevented me from bringing the subject then forward, it having been my fixed determination to do so, after I had understood that Mr. Baillie had been placed on the Civil List in 1847, at £1,200 Sterling per annum, and that he had received large arrearages of Salary at that rate.

Let us now proceed to the settlement made with Mr. Baillie by the Executive Government of the Province in 1847, under the authority of Earl Grey's Despatch.

1st—Mr. Baillie was put upon a Salary on the 31st March, 1839, pursuant to Lord Glenelg's Despatch, recommending £1,200 Currency per annum. He received between that period and the 24th January, 1840, when he resigned office, at that rate, ... £978 18 1

He then commenced receiving a moiety of the Salary as Pension, £600 Currency per annum, which continued until he resumed office on the 26th October, 1842, two years and nine months, ... 1,650 0 0

£2,628 18 1

From the 26th October, 1842, until 30th June, 1847, up to the time of the settlement, he was paid quarterly at the rate of £1,200 Currency per annum, ... 5,625 0 0

Currency, £8,253 18 1

Supposing even that he was entitled to receive the above sum in Sterling Money, Dollars at 4s. 4d. each, the difference would be, by adding 2-13ths, ... £1,269 16 8

But the Government have paid him, ... 1,783 6 0

Overpaid, even if he were entitled to Sterling instead of Currency, ... £513 9 4

Besides in the above calculation he is allowed to draw £600 Sterling as Pension, when out of office, when the Government had assigned him but £600 Currency. This surely cannot be right; and if so, £253 16 10 Currency would have to be added as additional excess, which would make the amount overpaid to be £767 6 2 Currency.

The question here comes up—How has this discrepancy arisen? and why has Mr. Baillie been overpaid so large an amount, even if he were entitled to £1,200 Sterling per annum as Salary, and £600 Sterling, when out of office, as Pension?

To answer this inquiry, I have carefully examined the Documents upon which the settlement and payment of £1,783 6s. took place, and find to my surprise, that from the 31st March, 1839, when the Salary of £1,200 Currency per annum was assigned to him by the local Government, under the authority of Lord Glenelg's Despatch of the 8th February, 1838, up to the 24th January, 1840, the day he left office, he has actually charged, and has been paid, at the rate of £1,750 Sterling, or £2,019 4 6 Currency, per annum, instead of £1,200 Sterling, as alleged to have been sanctioned by the Colonial Minister. This, it will be seen at once, accounts for the difference. What right, therefore, had Mr. Baillie to make such a claim? If he be correct in this particular, and he be justified in claiming his full Salary as Commissioner of Crown Lands for so long a period after the office had been abolished, the fiat of Lord Glenelg of the 8th February, 1838, to the contrary notwithstanding, at what Salary should he have resumed office under the Despatch of Lord John Russell, of the 24th September, 1842?

Lord John there directs "that unless the Assembly would pension Mr. Baillie at the rate of £600 per annum, he (Mr. B.) must be reinstated in his office on his former Salary." Mr. Baillie takes office on the 26th October following, upon the terms proposed in the Despatch. What, therefore, was Mr. Baillie's former Salary?

The Government here had fixed it, agreeably to Lord Glenelg's recommendation, at £1,200 Currency, and Mr. Baillie was paid at that rate from the 31st March, 1839, to the 24th January, 1840, when he resigned office. Mr. Baillie, by the statement he submitted to the Government in 1847, claims and is paid up to the time he resigned office, at the rate of £1,750 Sterling, or £2,019 4s. 6d. Currency, per annum. Mr. Baillie is therefore either incorrect in claiming £2,019 4 6 Currency per annum, up to the time of his resignation, or he should, when reinstated on his former Salary, be entitled to go back to office at the rate he has claimed and been paid up to the time of resigning it.

In my mind there can be nothing more clear than that Lord Glenelg's Despatch of the 8th February, 1838, fixed the Salary at £1,200 Currency per annum, and that Lord John Russell's of the 24th September, 1842, most pointedly confirms it.

Respectfully submitted.

(Signed)

J. R. PARTELOW.

Fredericton, 23rd September, 1848.

Fredericton, 24th November, 1848.

MAY IT PLEASE YOUR EXCELLENCY,

I have the honor to acknowledge the receipt, by Your Excellency's command, of a certain Report which is represented to have been made to Your Excellency in Council, by the Hon. J. R. Partelow, on my claim as Surveyor General to a Salary of £1,200 Sterling per annum, which is submitted for my observations thereon, and I shall endeavour to do so with all due respect to Your Excellency, but I trust I may be excused if I shall attempt to divest it of the sophistry in which it is involved.

The Report commences by stating that I held the two offices of Commissioner of Crown Lands and Surveyor General, and for my services in these two offices I received £1,750 Sterling per annum, equal to £2,019 4 6 Currency; the Report might have mentioned that this arrangement was communicated to me as a "fixed allowance," by Sir G. Murray, in his Despatch of 2d April, 1830.

The Report next goes on to state, that on the surrender of the Crown Revenues in the Province, which took place in 1837, the office of Commissioner of Crown Lands became abolished, and it became necessary to revise the Salaries, as the management of the Land and Timber devolved upon the Lieutenant Governor in Council.

It surely would have been but fair to have stated, that in the negotiation with the Delegates and the Secretary of State, His Lordship clearly pointed out that the then incumbents of office should have "their existing emoluments preserved to them:" such is the language used by Lord Glenelg in his Despatch of 5th September, 1836; and yet, in his Despatch written only five days previously, namely on the 31st August, he accedes to the demand that the "management of the Crown Lands should for the future be confided to the Administrator for the time being, aided by His Executive Council;" but His Lordship says, "to the Commissioner of Crown Lands will still belong the duty of carrying into effect such measures as shall have been thus decided on:" notwithstanding which, in that very same Despatch which received the full concurrence of the Delegates, His Lordship fixes my Salary at its former rate, viz. £1,750 Sterling; how therefore it can possibly be asserted that on the surrender of the Crown Revenues it became necessary to revise my Salary, appears to me unaccountable; and it is evident that all the ministerial duties of the office still pertained to me; the Executive administration of the Crown Estate from that time to the present, I will not presume to take credit for.

That a Report was made by a Committee of the Executive Council, and under an erroneous impression temporarily adopted by Lord Glenelg, I fully admit, but I assert without the fear of contradiction, that upon my representing that the Report was ex-parte and incorrect, of which Sir John Harvey

Harvey also became fully convinced; His Lordship, by his Despatch of the 27th May, 1838, entirely supersedes his Despatch of the 8th February, and I am surprised how a person of such research as Mr. Partelow should have overlooked that fact; for it is manifest that the Despatch of 27th May, nullifies the previous Despatch, the Report of the Committee, and the Resolutions of the Assembly thereon; and so satisfied was Sir John Harvey on the subject, that he offered me a Salary of £1,500 Sterling, in 1839, in the following language: "That you ought therefore to be subject to some reduction; that in considering the amount of that reduction, I had taken into my consideration the peculiar circumstances connected with your appointment; finally I expressed my opinion that your official Salary should be reduced by one seventh, viz. from £1,750 to £1,500 Sterling, of which I proposed £1,200 should be paid by the Province, and the remaining £300 from funds at the disposal of the Imperial Government. I advert to the question of a retired allowance merely for the purpose of saying that having recommended £1,500 Sterling as the amount of your reduced Salary, I am ready to recommend half that amount as your retired allowance; should you be desirous of retiring."

This is also corroborated by the following Despatch of His Excellency to Lord Normanby:—

(Copy—No. 46.)

"Government House, Fredericton, June 29, 1839.

"MY LORD,—With reference to my Despatch of 14th March last, (No. 12) I have the honor to acquaint Your Lordship, until Her Majesty's decision may be signified to me, upon the suggestion and recommendation submitted in my Despatch, addressed to Lord Glenelg on the 4th of June, 1838, and the fund indicated, from which, in the event of that recommendation receiving Her Majesty's approval, the payment of that extra sum of £300 beyond the £1,200 assented to by the Assembly, shall be made, I have deemed it an act of justice to Mr. Baillie, (to whom I had communicated my recommendation) to direct the issue to him from the Surplus Civil List Fund, the sum of £75 beyond the amount of his reduced Salary, as assented to by the Assembly, for the Quarter ending to-morrow, and beg to add, that until instructed by Your Lordship to the contrary, I shall continue to make the quarterly issue to Mr. Baillie of the £75, but with the clear understanding, on his part, that he is liable to be called upon to refund this advance in the event of my recommendation not being assented to. I think it proper to state, that Mr. Baillie has intimated to me, that with a view to relieve the local Government from embarrassment, and to enable that of Her Majesty to select some person to fill the high and important office of Surveyor General and Commissioner of Crown Lands, who may possess the confidence of the popular Branch of the Legislature, he is ready to resign those situations upon the sum of £750 Sterling per annum, (being one half of the reduced rate of full Salary suggested by me,) being granted to him as a *retired allowance*.

"This proposition appears to me by no means unreasonable, looking at the length of Mr. Baillie's public services, and the very important and responsible offices which he has held, and to the peculiar circumstances under which he was appointed to these offices. I am also of opinion, that this arrangement would be highly acceptable to the Assembly, and that an able and efficient successor to Mr. Baillie might be found, who would consider his services adequately remunerated by the remaining £750 Sterling; a bona fide reduction being thus effected of £250 Sterling in the amount of Salary heretofore paid by the Province to the head of the Crown Land Department, after paying both the full and retired Salaries of Mr. Baillie and his successor.

"Moreover an understanding might be entered into, which could not fail of being satisfactory to the Province, that it should be relieved from the payment of the whole or a certain part of Mr. Baillie's retired Salary, in the event of his being hereafter appointed to any lucrative office under Government in any other part of the world.

"I should be happy to be enabled to make known to the Assembly, at the next Session of the Provincial Legislature, Your Lordship's views and decision upon matters which will be regarded by them with so lively an interest, as the proposition submitted in this communication.

I have, &c.

(Signed)

J. HARVEY.

To the Marquis of Normanby."

"Government House, Fredericton, 3d December, 1840.

"SIR,—The Lieutenant Governor directs me to acquaint you, in reply to your Letter to His Excellency of the 24th ultimo, that if you had applied to him for the issue of the arrears of Salary to which you refer, at the period of your resignation, or at any time antecedent to the Report of the Commissioners appointed for the examination of your Accounts, and the Resolution of the House of Assembly thereon, being placed in His Excellency's hands, your application would have been unhesitatingly complied with; indeed I am instructed to add, that until the receipt of your present application, the Lieutenant Governor was ignorant of the existence of any such claim; but it appears to the Lieutenant Governor, that now to authorize that issue, after the lapse of so long a period, and pending the legal proceedings which have been instituted at your own express desire, and more especially to do so upon the grounds upon which you have rested your application, would wear the appearance at least of prejudging the question at issue on the part of His Excellency. On these grounds, he feels himself reluctantly constrained to decline a compliance with your request. I am directed to add, however, that the Attorney General shall be instructed to urge forward the trial, which the Lieutenant Governor has been given to understand has been delayed mainly on account of the absence of one of the Commissioners, who however has lately returned to the Province.

I have the honor, &c. &c. &c.

(Signed)

H. HARVEY, *Priv. Sec'y.*

The Hon. Thomas Baillie."

Again, what does His Excellency Sir John Harvey write to Sir W. Colebrooke, on 1st May, 1847—

“ MY DEAR SIR WILLIAM,—Your Note of the 26th ultimo has been placed in my hands by Mr. Baillie.

“ Assuredly all my impressions and recollections are in favour of his claim to £600 Sterling, as his retired allowance, being one half of £1200, which I had recommended as his full Salary; and if I had not found an objection entertained by some of the Members of the Executive Council, I should doubtless have issued that amount to him. I am further under the impression, that in receiving any payments at the reduced rate of Currency, they were received by him under a kind of implied protest, and with a reservation as to his right to use his influence in obtaining the acquiescence of the Home Government in respect to the larger amount.

With respect to the claim for the difference between his former Salary and the £1200 Sterling recommended by me, I really cannot regard it as unreasonable, and one which, under all the circumstances of the case, ought to be allowed.

(Signed)

J. HARVEY.”

How, after this, there can be any question on the subject, I cannot understand, if justice or common sense is to guide the matter.

To that part of the fourth article of the Report in which it is stated that for the Quarter ending the 30th June, and the two following Quarters, I received the following sums:—

30th June,	assigned	...	...	£300	0	0	took	£290	0	0
30th September,	“	...	...	300	0	0	“	299	0	0
31st December,	“	...	...	300	0	0	“	299	0	0
				£900	0	0		£888	0	0

being £12 short on the three Quarters, I beg to observe, that I only received those sums on account, neither did Sir John Harvey pretend that he possessed any right or authority to make those deductions; and I defy Mr. Partelow, and every man living, to produce any authority for those deductions, or for any other reduction of my Salary, from the passing of the Civil List Act in 1837 until the compact made by my brother with Lord John Russell in March 1841, and upon the terms and conditions of which I returned to office.

As to the rate of Salary paid to Mr. Saunders and myself, during the time I was out of office, it has no bearing whatever upon the question of reduction of Salary. The whole subject remaining as it were in abeyance until it was revived by the necessity of restoring me to office, or conferring upon me a retired allowance; and as to the printed Returns of the Audit Office, settling the right of a Public Officer to a certain amount of Salary, appears to me too absurd to call for any further remark; and Lord John Russell's Despatch of the 9th March, 1841, expressly admits my right to £750 Sterling, as retired allowance; but if Mr. Saunders was only to get £600 Currency a year, how comes it that in the year 1841 he received £800? so that even this argument has no foundation on truth, for it is abundantly evident that Mr. Saunders was recommended for £800, and actually received that sum for the above year, as will appear by the following Letters:—

“ *Government House, Fredericton, 7th April, 1841.*

“ MY LORD,—In complying with the wishes of Mr. J. S. Saunders, the acting Surveyor General of this Province, by transmitting to Your Lordship a Letter which he has placed in my hands for that purpose, it is proper that I should inform Your Lordship that I have had a full communication with those Members of the Executive Council who have Seats in the Assembly, upon the subject of the rate of Salary to be assigned to the Office of Surveyor General, from which I am enabled to express to Your Lordship my confident belief that the House of Assembly will not be induced to concur in a higher rate of Salary than that received by the Chief Justice being hereafter granted to any Officer of the Government in this Province, except the Lieutenant Governor. With regard to the particular Office in question, having myself suggested that £600 Currency per annum, as the Salary of the Surveyor General, with the addition of half that sum in consideration of that part of the duty of Commissioner of Crown Lands, and which continues to attach to the Office of Surveyor General, might together constitute a sufficient remuneration, without being liable to be regarded as excessive.

“ In this suggestion of £900 Currency, the majority of the Members whom I consulted, appeared to acquiesce; but the others, expressing as I am inclined to believe, the feeling of the Assembly on the subject, intimated doubts as to that body willingly assenting to a higher rate than £800 Currency.

“ Having thus narrowed the question to the difference of £800 and £900, I leave it in Your Lordship's hands, merely observing that I am convinced the House of Assembly will cheerfully agree to whichever of the two sums Your Lordship may be pleased to assign to the Office. It may be proper to add, that in advancing money to Mr. Saunders on account, I have taken care not to exceed the lower of the rates to which I have adverted.

I have, &c.

(Signed)

J. HARVEY.

Rt. Hon. Lord John Russell.”

“ *Colonial Office, 11th May, 1841.*

“ SIR,—I have received a Despatch from Major General Sir John Harvey, dated 7th April, in which he encloses the application of Mr. J. S. Saunders, requesting to be confirmed in the appointment of Surveyor General, and that the Salary of the Office may be fixed.

“ The

"The position of this question at present precludes me from returning my definite answer to Mr. Saunders' application, but I should be glad if you would take into your consideration Sir John Harvey's Despatch communicating his opinion in regard to the amount of Salary to be assigned to that Office. I have, &c.

(Signed)

J. RUSSELL.

Sir Wm. Colebrooke, &c. &c. &c."

Will any one after this attempt to say that the Office is entirely abolished, or that any particular sum had been fixed as Salary? Can a set of men be found in the Province who will assert that the Office is abolished, when I am to be mulct of my just emoluments and fanned into existence when another person is to be provided for. Is that the justice under which any Government can prosper?

With regard to the 7th article, I have to observe, that the compact was made by my Brother and Lord John Russell, on the 3d March, 1841, and on the 9th His Lordship writes—"The matter has at length resolved itself into the following issue:—Mr. Baillie maintains that he is entitled either to be restored to his Office or to receive a retired allowance on the abandonment of it—that allowance he would fix at not less than £750 per annum; if he be restored to Office, he would, as I now understand, claim a Salary not exceeding £1200 per annum." Did His Lordship mean Sterling or Currency? That is the question. Evidently Sterling; because he states, that he "now understands." How does he understand it? Certainly, by my Brother's Letter, which was then before him; and as certainly in no other way. But if this requires further confirmation, I would refer to His Lordship's former Letter on 21st January, 1840, for explanation of his meaning in speaking of the rate of retired allowance to which I was entitled, and there His Lordship expressly mentions "£750 Sterling." The same meaning therefore as applied to the context would certainly apply to the text, and leave it perfectly evident that Sterling was intended.

But to adduce evidence of what was understood by Sir Wm. Colebrooke, I have to state, that a few days after the receipt by me of Mr. Reade's Letter of the 6th August, restoring me to Office, I was desired to call at Government House, when I found His Excellency just preparing to make a tour of the Province. I had received no Salary nor retired allowance for the past quarter, and His Excellency informed me that he would issue the past quarter's Salary to me. I thanked His Excellency; but stated, that as the prosecution was still going on, I was desirous of leaving in the hands of the Receiver General a sum of money to liquidate my law expenses, and that I would therefore only take at that time £150 Currency on account, which would leave a balance of about £23 due to me on each quarter. This arrangement His Excellency assented to, and actually altered the Warrant, which he then had before him, with his own hand, making a payment "on account," and this document is now on file in the Audit Office; and it is worthy of remark, that being considered as then restored to Office—this was the first Warrant which was drawn "from the Civil List Fund," for me, since January 1840, the previous sums being drawn from the "Surplus Fund."

But if this requires further evidence, let us refer to Mr. Reade's Letter of the 8th April, 1842, in reply to one from me, complaining of being still kept out of the actual possession of my Office. The following is the extract:—"The arrangement made in pursuance of Lord John Russell's instructions to the Lieutenant Governor, in His Lordship's Despatch of 9th March, 1841, having also been reported to the Secretary of State, His Excellency regrets that he feels himself precluded, without further instructions, from disturbing that arrangement under existing circumstances." * * * "Meanwhile the moiety of the Salary which has been paid you has exceeded the amount of Pension which was provisionally assigned you by the Lieutenant Governor's predecessor on your retirement." This is, I conceive, conclusive, as Mr. Reade was evidently under the belief that I had received the whole amount to which I was entitled, and that that amount was the half of £1200 Sterling instead of the half of £1200 Currency, which was the rate I received during the settlement of the whole question.

Mr. Partelow appears to attach much importance to what he calls Lord John Russell's Despatch of 24th September, 1842; on reference however to the Journals, it appears that it is from Lord Stanley, and not Lord John Russell. It is as follows:—

"Downing Street, 24th September, 1842.

"Three years have nearly elapsed since Mr. Baillie tendered to Sir John Harvey the conditional resignation of his Office. His terms were, that he (Mr. Baillie,) should obtain a retired allowance, to be assigned to him by Her Majesty's Government, who were to determine what was the amount of the allowance to which he was entitled. On these terms Sir John Harvey accepted the resignation, and Mr. Baillie's successor was appointed provisionally; that is, he received the Office subject to Mr. Baillie's right to be reinstated in it, in the event of the non-fulfilment of the conditions already mentioned. Now in point of fact, the condition on which Mr. Baillie's resignation was thus tendered and accepted, has never been fulfilled. Concluding as I do, from the whole of this very voluminous correspondence, that Mr. Baillie's final retirement from Office would be welcome to the House of Assembly, and that if he should retire on a Pension of £600 per annum, the arrangement would involve no increased charge to the Provincial Revenue, I should be happy to learn, that, with the concurrence of the House of Assembly, you had been able to affect such an arrangement.

"But I do not think it just, that pending the deliberations of the House on the question, still less in the event of their unfavourable reception of it, Mr. Baillie should continue out of Office. We have no right to exact from him the prolonged forfeiture of his interest when we are unable to fulfil the conditions subject to which his resignation of it was made and accepted.

†

"Your

"Your proper course of proceeding therefore, will be, immediately on the receipt of this Despatch, to propose to Mr. Baillie to reinstate him in the Office of Surveyor General of New Brunswick, at the Salary at which he last held that place, subject to the condition of his finally resigning if the Assembly shall authorize Her Majesty's Government to grant him a retired allowance for his life of not less than £600 per annum. If Mr. Baillie shall consent to accept his Office on these terms, you will immediately re-appoint him to it.

(Signed)

STANLEY.

Lt. Governor Sir Wm. Colebrooke."

Here follows Mr. Reade's Letter :—

"Fredericton, 19th October, 1842.

"SIR,—In reference to the Letter formerly addressed to you, I am directed to inform you that the Secretary of State for the Colonies has been pleased to direct that you should be reinstated in the Office of Surveyor General of New Brunswick, at the Salary at which you last held that place, subject to the condition of your finally resigning it, if the Assembly should authorize Her Majesty's Government to grant you a retired allowance of not less than £600 per annum. I am to request that you will accordingly state whether you are prepared to accept the Office on these terms.

I have, &c.

(Signed)

A. READE.

Hon. Thos. Baillie."

I accordingly resumed Office on the terms mentioned by the Secretary of State.

We must take the whole of the terms and not a part only. Now it remains to be seen what the terms mentioned by the Secretary of State were.

I think I have proved beyond all question that I was reinstated in Office by Mr. Reade's Letter of 6th August, 1841, at a Salary of £1,200 Sterling, agreeably to the Despatch of Lord John Russell of 9th March, 1841. Lord Stanley attached a further condition on the resumption of the duties of the Office, viz. that I should resign it finally if required. But while His Lordship declares that the Assembly shall agree to not less than £600 a year, he also distinctly says, that "Her Majesty's Government was to determine what was the amount of the allowance to which I was entitled." But Mr. Partelow thinks he has made a grand discovery because Lord Stanley says that I was to have the Salary at which I last held that place, and that if I got £600 a year Pension, the arrangement would involve no increased charge upon the Provincial Revenue, &c. These several expressions appear to present an enigma beyond Mr. Partelow's inclination to unravel; divest the question however of its sophistry, and its solution is easy. Let us therefore turn back to Sir John Harvey's Despatch of 7th April, 1841, and Lord John Russell's Despatch of 11th May, 1841, in reply thereto.

The former recommends not less than £800 Currency a year for Mr. Saunders; and Lord John Russell refers Sir Wm. Colebrooke to that Despatch, in order to fix the amount of Salary to be assigned to that Office. Here, then, is not less than £800 Currency for Mr. Saunders, which appears to have received the approval of all the Executive Council, and especially of "those who had seats in the Assembly."

Above, Lord Stanley says, that if I am to have a Pension, it is not to be less than £600 a year; but that Her Majesty's Government was to determine the maximum, or in other words, the positive amount; but that the House of Assembly was to understand that not less than £600, evidently Sterling, was the minimum which Her Majesty's Government could possibly assign. Here, then, is £800 for Mr. Saunders, and £600 Sterling, or £692 6s. Currency, for me; which, together, make £1,492 6s., and yet Mr. Partelow says that only £1,200 was to be between us, because Lord Stanley says "this arrangement would involve no increased charge upon the Provincial Revenue; neither would it, nor yet upon the Civil List; for my integral Salary, as fixed at the passing of the Civil List Act, was £2,019 16 4. By this arrangement, therefore, there would be no increased charge, but on the contrary, a saving of £527 10 4. Lord Stanley does not say one word about £1,200 Currency, but alludes to the rate of Salary at which I had held the Office, and that was £1,750 Sterling; and had I not considered myself as much bound by Lord John Russell's Despatch of 9th March, 1841, by which I was reinstated in Office, as I was by Lord Stanley's Despatch of 24th September, 1842, by which I resumed the duties of my Office, I should doubtless have claimed my original Salary of £1,750 Sterling, and should have been glad to have had the question determined by an impartial Jury of this or any other County in the Province; and it is worthy of remark, that Mr. Reade in communicating to me Lord Stanley's determination of 24th September, 1842, refers expressly to the Letter formerly addressed to me, which evidently connects the whole transaction with the decision of Lord John Russell and Lord Stanley, and which solves the problem most satisfactorily.

With regard to the 5th article, I have to observe, that the amount which was paid to Mr. Saunders has nothing to do with my claim; and with respect to the amount which was paid to me at the close of the year, I immediately made it the subject of an application to the Secretary of State; and I never ceased my appeals until I obtained that justice to which I knew myself most religiously entitled; and as to my receiving the £78 18 1, being the amount of 24 days Salary, I beg to say that I received that amount, as well as the £12 short paid in 1839, without prejudice to my further demands; but requiring the money, I was obliged to take such amount as I could get, and I beg to refer to the documents demanding those sums, and they will prove this assertion. With regard to £300 only
having

having been paid to me for the several quarters since my reinstatement, it has really nothing to do with the question which was under discussion during the whole period, and which I had no idea of abandoning.

Mr. Partelow states that he has not thought proper to notice Mr. G. Baillie's Letter to Lord John Russell of the 23d March, (I suppose he means the 3d,) wherein he intimates to His Lordship that Mr. Baillie will resume Office at £1,200 Sterling, because he considers that it does not at all affect the original understanding regarding the Salary as laid down by Lord Glenelg, and goes on to say that upon that Despatch the Government and Legislature have acted with good faith, &c., and that being confined to that Salary I have nothing to complain of. What original understanding he means, it is difficult to conjecture, for the original understanding with Lord Glenelg and the Delegates most certainly was, that the then incumbents should have "their existing emoluments secured to them;" and if His Lordship was temporarily misled by the ex-parte Report of the Committee of the Executive Council, he hastened to correct that error by his Despatch of 27th May, 1838, which, with my Brother's Letter of 3rd, and Lord John Russell's Despatch of 9th March, 1841, is conclusive evidence of the correctness of my views; and if they have failed to convince Mr. Partelow "against his will," I believe they have and will convince every unprejudiced person that I have sought for nothing more than what was most religiously, most justly my own.

As to my having nothing to complain of, I believe if Mr. Partelow was offered and accepted office in any other country, upon a well defined bargain, and after devoting the best years of his life, have that bargain broken, and one half of his Salary taken from him, he would think he had something to complain of, and to judge from what took place a few years ago, be loud in those complaints too, until justice was done him. And moreover, I believe had Mr. Partelow possessed my claims, he would not only have received all that I did, but would also have demanded and received the sum granted by Earl Bathurst's instructions of 1st March, 1827, but which from July 1830 to August 1837, I did not demand, amounting to £3,798. Mr. Partelow would also have received Interest upon all his claims, but I was obliged to be content with the principal alone: such is the difference between us.

As to the Report of the Select Committee not having been adopted by the House, I beg to observe, that the Committee had all the evidence before them which enabled them to arrive at the conclusion they did; and had the House deemed it necessary, it might have gone into the same evidence at the Bar, but this was considered unnecessary, and the Report was accepted as a matter of course.

If Mr. Partelow had intended to have brought the subject before the House of Assembly last Session, it is strange that he should have allowed seventy days to elapse without mentioning it; and I cannot but think, that common courtesy, to say nothing of fair play and justice, would have induced him to give me timely notice of his intention, in order that I might be prepared with my answer to any inquiries, but yet I never heard one word on the subject.

Mr. Partelow seems so much at a loss to discover how the sum which I received was made up, that I will at once relieve him of all conjecture on the subject. The first item was the difference between the Salary assured to me by Her Majesty's Government, when my fees were commuted, namely, £1,750 Sterling, equal in Dollars at 4s. 4d. each to £2,019 16 4 Currency, and the sum actually paid to me from the time when Sir John Harvey, at the desire of the Assembly, directed a reduction of my Salary, until the time when I conditionally resigned my office, being two hundred and ninety six days at £819 4 4 per annum, amounting to £664 6 9 Currency.

The second item was the difference between £600 Sterling and £600 Currency, £92 6s. Currency, from 22d January, 1840, to 23d October, 1842, both days inclusive, two years and two hundred and seventy five days, amounting to £254 2 6 Currency.

The third item consists of the difference between £1200 Sterling and £1200 Currency, £184 12s. Currency, from 24th October, 1842, to 30th June, 1847, both inclusive, amounting to £864 16 9 Currency. Upon these several items I will offer a few remarks in recapitulation. The first item then, was the difference between my original Salary, as compounded for with me by Sir G. Murray in 1830, and assured to me by Lord Glenelg on the settlement of the Civil List of this Province in 1836 and 1837, and the sum of £1200 Currency per annum, from 1st April, 1839, to 22d January, 1840, when I tendered a conditional resignation of my office.

It will of course be unnecessary to adduce any proof to shew that my rate of Salary from 1830 was £1,750 Sterling, as Mr. Partelow admits that fact; and that this rate of Salary was designed to be preserved entire while I remained in office, appears by the following Extract from a Despatch of Lord Glenelg, dated 5th September, 1836: "It is of course understood, that during the tenure of the present Officers, their existing emoluments shall be preserved to them."

Unless, therefore, Mr. Partelow is prepared to produce the proper authority for the reduction of my Salary subsequently to the 27th May, 1838, and prior to my resumption of my Office in 1841, I am of course entitled to every penny illegally withheld from me under any pretence whatever.

In 1838, after the Civil List Act had passed, a Committee of the Executive Council recommended that my Salary should be reduced to £1200 per annum, because by a new arrangement of the duties of my Office, then recently introduced by the Executive, it was assumed that my official labour had been materially diminished, and my pecuniary responsibility wholly removed, the latter by causing all monies for the Casual Revenue to be paid at once to the Receiver General instead of paying them into my Office in the first place, as had been the practice from the time of my appointment until the time of the arrangement in question. Against this proposal I respectfully protested, and solicited permission to appear before the Lieutenant Governor in Council, to shew that the reduction ought not to be made; and Sir John Harvey was so satisfied of the correctness of my views, that he addressed the following to Lord Glenelg:—

"Government

“ *Government House, Fredericton, April 12, 1838.* ”

“ MY LORD,—Having communicated Your Lordship’s Despatches of 10th January and 8th February, (Nos. 62 and 67,) to Mr. Baillie, he has made so strong a protest against the Report of the Committee of November last, and has urged upon me so earnestly and so forcibly a request to be allowed to be heard before as full a Council as can be convened, (in the absence of three of its Members in England,) that I have felt due to the position in which Mr. Baillie has been placed by the recent affirmation of that Report by the Council, to assent to his request, and the object of this communication is to express to Your Lordship my wish that the adoption of any final measures as respects Mr. Baillie or the Establishment under his control may be deferred until I am enabled to place before Your Lordship the result of the inquiry which has been fixed for the 7th May; in the mean time, I consider it due to Mr. Baillie, to inform Your Lordship, that he has succeeded in satisfying me and the whole Council, that the manual or mechanical part of the labours of his Office are not only not reduced, but are incapable of being so, until all the arrears of business which have accumulated, in spite of the apparent magnitude of the Establishment, shall have been cleared off: and it is here proper that I should explain to Your Lordship that the recommendation of the Committee as to the extent to which the reduction of the In-door Establishment might, in their opinion, be carried, contemplated the previous clearing off of all arrears of the business of the Office.

“ Mr. Baillie seems to entertain a confident belief that he will be able to convince the Council that although he has been relieved from the pecuniary charge connected with being made the depository of the public monies, yet that a serious pecuniary responsibility still attaches to him in consequence of the necessity under which he has been placed, of certifying to the Receiver General the exact sum to be paid to that Officer for Grants of Land or Timber Licences, &c.; but the prosecution of these remarks would be to anticipate in some measure the full and minute investigation about to be gone into. I will at present abstain from further occupying Your Lordship’s attention on the subject.

“ The accompanying extract of a communication which I have recently had occasion to address to Mr. Baillie, will, I trust, satisfy Your Lordship, as it has him, that it is and always has been my anxious desire to afford him any facility and opportunity in *my* power for presenting his case as favourable as it may be in *his* to do.

I have, &c.

J. HARVEY.

(Signed)

Rt. Hon. Lord Glenelg.”

After receiving the above Despatch, His Lordship thus writes on the 27th May, 1838,—“ I have received your Despatch of the 12th April, (No. 22,) proposing the postponement of any final measures respecting the emoluments of Mr. Baillie and the establishment of his Office, until after he shall have had an opportunity of being heard before the Executive Council of New Brunswick. I entirely concur in this proposition, and I shall be prepared to give my most careful attention to the requests of the inquiry which you state to have been fixed for the 7th instant.”

I did accordingly appear before His Excellency in Council, when the minutest investigation was made, and it was proved beyond any doubt, that the labour was not diminished by the previous arrangement; and so satisfied was His Excellency and the Council, that no Order was then, or at any subsequent period, made upon the subject, as will appear by the Records of the Council; and so far from the establishment of my Office being reduced, it was, at a subsequent period, when Mr. Saunders temporarily filled it, greatly increased; but was again reduced when I returned to Office in 1842.

It will be manifest from the foregoing Despatches and facts, that Lord Glenelg had not given nor intended to give to Sir John Harvey any power of reducing my Salary. It is also evident, that no diminution of my Salary had at that time been finally ordered by Her Majesty’s Government, or if any such final decision has been made known, I am ignorant of it. It may be urged, that Lord Glenelg’s Despatch of 27th May, 1838, does not in express terms cancel the authority of the former Despatch authorizing the reduction, but when viewed with the action of the Lieutenant Governor who wrote the Letter which called for that Despatch, who can doubt the intention and understanding of Sir John Harvey? He continued to pay my Salary at the original rate for twelve months afterwards, and when I applied in December 1840, for arrears illegally withheld, I received in answer Mr. H. Harvey’s letter before quoted.

But what does Lord John Russell say in his Despatch of 21st January, only one day anterior to my resignation?—“ Taking the rate of Salary which has hitherto been attached to the offices held by Mr. Baillie, he would be entitled, under the provisions of the superannuation Act, to a retiring allowance of a sum equivalent to that which he claims, within a trifling amount.”

Thus His Lordship writes on the 21st January, 1840, and says “ hitherto ” the rate of “ Salary attached to the offices held by Mr. Baillie,” &c. Is there any allusion to Lord Glenelg’s Despatch of 8th February, 1838, reducing my Salary? Certainly not; because the Despatch, 27th May, cancelled it; and thus “ hitherto,” that is up to at least the time His Lordship was then writing, no reduction had been made or recognized at the Colonial Office; it was still in fact an open question, and so continued until I returned to office under the compact made by my brother and Lord John Russell in March 1841. In the absence therefore of any sanction by the Imperial Government, it cannot be denied that a mere recommendation of a Committee of Council, or even a Resolution of the Assembly, are not sufficient to justify the Lieutenant Governor in making any reduction in the Salary of any Public Officer whose Salary is borne upon the Civil List. And I apprehend that any attempt by the local Executive to diminish or increase any one of those Salaries, is an unconstitutional and dangerous

dangerous usurpation of supreme authority which does not belong to it, and which I cannot believe to have been deliberately intended either by Sir John Harvey or the Gentlemen who were his constitutional advisers. Still more objectionable and dangerous would it be to affirm, that in a British Colony this power of revision and correction belongs to the House of Assembly, and that it may by a *simple Resolution*, deprive an Officer of Government of any portion of that Salary which Her Majesty's Government may have thought proper to allow upon the Civil List.

These great constitutional principles therefore being admitted, and I imagine Your Excellency will not even question them, it must be very evident that I was entitled to all Salary so illegally withheld from me, as also the interest accruing upon the same.

With regard to the second item, being the difference between £600 Sterling and £600 Currency, from 22d January, 1840, to 23d October, 1842, I have to observe, that had I been so disposed, I could have demanded the difference between half of my old Salary of £1,750 Sterling, from the date of my conditional resignation until the date of reinstatement in office; and I believe that any impartial jury would have given it to me; but being a Member of the Government, I was unwilling to exact it, and therefore demanded and accepted only the sum of £254 2 6, as above stated. It must be very evident therefore, that in accepting only the difference between Sterling and Currency, I was taking a less amount than I could fairly have claimed. And here, I trust, I may be permitted to draw Your Excellency's attention to the deep injury I sustained by being kept out of office for two years and two hundred and seventy five days, by reason of false charges against me, by which I lost Salary to the amount of £1,450. Well may Lord Stanley say in his Despatch of 24th September, 1842, "Mr. Baillie has already been subjected to a most severe, dilatory and expensive ordeal of legal proceedings, and nothing has been substantiated against him."

The Assembly having withheld their assent to a retiring allowance, it became necessary that I should again return to Office, and this decision was accordingly communicated to me on 6th August, 1841, with an intimation however that my immediate resumption of the official duties would be inconvenient and inexpedient; although it appears by Lord Stanley's Despatch above referred to, that His Lordship's "immediate predecessor, so long ago as June 1841, when he expressed his decided opinion, that dispute respecting the Accounts in which Mr. Baillie's own integrity was not involved, was no sufficient reason for postponing his reinstatement, but on the contrary, it could not fail to act with prejudice against him at the trial." Yet in defiance of this instruction, the Executive of that day kept me out of Office until October 1842; surely, therefore, for this most cruel act of injustice, I am entitled to my full Salary for that period.

When it was found that no Pension could be granted, and that I must re-enter upon the duties of my Office, the Secretary of State considered it proper to make a final order as to the rate of my future Salary, and the question was therefore brought under review by Her Majesty's Government; when, after some consideration and correspondence, a *compact* was finally made between Lord John Russell and my brother, by which I became engaged to receive thereafter the annual Salary of £1,200 Sterling. From the date of this compact then, or from and after my restoration to Office, I conceive myself bound to be contented with half of the rate so established, which constitutes the second item of my receipts as before stated.

On the 24th October, 1842, I again fully resumed my duties, and claimed and received as the third item, the Salary of £1,200 Sterling per annum, from that day until the 30th June, deducting therefrom the sums which I have received from the Civil List Fund during that period on account of Salary, or the difference between £1,200 Sterling and £1,200 Currency per annum.

If further evidence be necessary to prove the understanding with respect to the rate of my Salary, the following copy of a Letter from my brother will furnish it:—

"5, Cannon Row, 19th April, 1847.

"MY DEAR TOM,—You request me to state whether by my Letter of 3rd March, 1841, in which I stated to Lord John Russell, that I would recommend you to accept £1,200 Sterling per annum, in order to prevent all further discussion or embarrassment on the subject of your Salary, I intended to shut out your claim to a sum amounting to £663, which had been withheld from you by Sir John Harvey.

"In reply, I beg to inform you of what I believe you are at present quite ignorant, that either on the 3rd March, or on the day previously, I was sent for to the Colonial Office by Mr. Stephen, one of the Under Secretaries, and we had a long discussion on your situation; and he then, as he has always done, expressed himself friendly towards you; and he informed me that Lord John Russell was inclined to reinstate you in your Office, but that it was useless to persist on £1,750 a year, and that it was desirable to come to an understanding on the subject.

"I in consequence wrote the Letter of 3rd March, 1841, in which I stated that I would recommend you to accept £1,200 Sterling per annum, and that proposal I consider, was adopted by Lord John Russell in his Despatch of 9th March, in which "he now understands," that is, by my Letter of 3rd March, that you would claim a Salary not exceeding £1,200 per annum, which I had specified, and was then intended to be Sterling.

"With regard to any previous claim, the subject was not even mentioned, but certainly I intended from the date of my Letter you were to be satisfied with £1,200 Sterling per annum.

(Signed)

G. BAILLIE."

I feel that I might very confidently rest my case upon the observations and documents now already submitted, and the constitutional principle I invoke for my protection; but as I believe that no authority

has at any time since the passing of the Civil List Act, and prior to Lord John Russell's Despatch of 9th March, 1841, been received by the Provincial Executive to reduce the amount of my Salary as originally placed on the Civil List, I beg to call the attention of Your Excellency to the following documents, to shew the rules which have uniformly guided Her Majesty's Government in cases of a similar nature :—

“ *Downing Street, 1st October, 1843.*”

“ SIR,—I have received your Despatches of the numbers and dates mentioned in the margin, relative to the application of the House of Assembly of New Brunswick, for reduction of a charge on the Civil List for the Salaries of the Public Officers in that Province.

“ Having laid before the Queen the Address from the Assembly, which accompanies your Despatches of 15th April, I have received Her Majesty's commands to instruct you to inform the House in answer, that Her Majesty has no other object in view in maintaining or applying the Civil List of New Brunswick than that of securing to the Province the faithful services of efficient men, and of reconciling the claims of public economy with those of justice to individuals.

“ Her Majesty will therefore willingly consider any recommendation for prospective reductions of Salary which may appear to be such as not to defeat the object of providing efficiently for the public service, and which, being effected, will leave applicable to purposes of general interest, a larger balance of the sum granted to Her Majesty in exchange for the Hereditary Revenues of the Crown. But Her Majesty cannot consent to purchase any such supposed advantages at the expense of those Public Servants who now hold Salaries upon the Civil List.

(Signed)

STANLEY.

His Excellency Sir W. Colebrooke.”

In 1845 the Assembly presented another Address to the Queen upon the same subject, and the following is the reply thereto :—

“ *Downing Street, July 28, 1848.*”

“ SIR,—I have laid before the Queen the Address to Her Majesty from the House of Assembly of New Brunswick, in your Despatch of 26th April, 1845, No 26, praying that certain reductions may be made in the Salaries of certain Officers for whom provision is made by the Civil List Act of that Province. The principles by which the decision has hitherto been guided, and to which Her Majesty proposes to adhere, are few and simple.

“ They are to stipulate for such provision for the support of Her Majesty's Officers in the Province, as will enable the Crown to secure the services in that capacity of men whose talents and education and character may afford an adequate security for the faithful discharge of their public duties: to defer to the deliberate judgment of the local Legislature as to the amount of the provision that may be necessary for the maintenance of Officers possessing those qualifications, and to maintain inviolate every pledge expressed or implied by which the faith of the Crown is engaged in favour of any present holder of Office. Such of the Public Officers of New Brunswick, included in the Civil List, as hold their place before the date of that compact, are in possession of such a claim as I have mentioned, on the faith of the Crown; and the Queen is well assured that the House of Assembly in New Brunswick would be as reluctant to advise, as Her Majesty would be unwilling to adopt, any measure which would disappoint the just and reasonable expectations of any of Her Majesty's Public Servants; on the other hand, such of the Public Officers of New Brunswick as have succeeded to their places since the date of that compact, accepted them with full knowledge of the assurance of His late Majesty King William the Fourth, conveyed by Lord Glenelg, through your predecessor, to the Assembly, that the amount of their emoluments would be subject to revision.

“ Wherever reductions might be made from Salaries, and however soon such reductions might be made to take effect, those Officers would therefore not be entitled to say that in their persons the pledged faith of the Crown had been in any respect violated.

“ Subject to this distinction, the Queen fully acknowledges that the local Legislature possess means of information and opportunities of arriving at a sound conclusion not accessible at this distance, nor has Her Majesty any motive for wishing to maintain a scale of expenditure for the support of Her Officers in New Brunswick exceeding that which the two Houses may consider sufficient for the efficient discharge of the Public Service.

“ It is however important that this question, when once deliberately adopted, should not again be brought into debate; and the Queen trusts, that whatever arrangements may now be proposed, will be such as not to call for a frequent or early revision.

(Signed)

STANLEY.

Sir W. Colebrooke, &c.”

So much then in reference to the avowed policy of Her Majesty in the question of Salary to Her Officers who are included in the Civil List of New Brunswick. Her Majesty expresses her determination to maintain inviolate every pledge expressed or implied by which the faith of the Crown is engaged in favour of any present holder of Office, and these holders of Office are defined to be “ such of the Public Officers of New Brunswick included in the Civil List before the date of that Compact.” The general policy of Her Majesty's Government in all questions of a like nature is apparent from the following extract from Instructions issued by the Colonial Secretary of State to the Royal Commissioners, who in 1835 proceeded to investigate and report upon the grievances alleged

to exist in Lower Canada:—"The cession of the Hereditary and Territorial Revenues to the appropriation of the Provincial Legislature would deprive the King of the means of paying the Pensions and compensation allowances which have been charged upon that fund, in the exercise of his lawful and undoubted authority."

"It is almost superfluous to say, that any violation of the pledged faith of the Crown, cannot, in the prospect of any advantage whatever, be admitted, even as the subject of debate. His Majesty will not consent to abandon the cause of any claimant whose title may rest upon a legal foundation."

Although the clause which I have quoted relates only to Pension and compensation allowances, yet it must be evident, that the principle thus enunciated, must have been deemed equally applicable to the Salaries of persons then in office. Let us then examine and see how far this principle has been recognized and acted upon in New Brunswick.

In the year 1838 an Act was passed, authorizing the appointment of a Master of the Rolls, and providing for his Salary. In 1847 an Act was passed to reduce the Salary of *his successor*, but no attempt was made to reduce the Salary so long as the present incumbent held the office.

In 1843 an Act was passed relating to the Clerk of the Pleas in the Supreme Court. By this Act the Salary of the officer was fixed at £500 a year, but £400 additional was to be paid to the present incumbent; and although I believe the amount of business transacted at the office had decreased at one time very considerably, yet no attempt was ever made to commit a breach of faith with the Gentleman who held the office; and it is very evident, that any Act to interfere with any rights of that officer, would have received the unqualified condemnation of Her Majesty in Council.

Why, then, may it please Your Excellency, am I alone to be selected for perpetual persecution? I have been now upwards of twenty four years an officer of this Province; and I may truly say, that during that whole period, I have scarcely passed any one year free from attack or persecution. The facts are too plainly on record to admit of question or denial. Surely then, I may be permitted to ask, why this is? What has been my offence against the People or the Province of New Brunswick, that I am thus to be treated. Their best interests have also been mine; and in the administration of the duties of my office, I sought only their benefit. If I differed conscientiously in opinion with some of the leading men of the Province, in questions relating to my own office, and of which I believed that my experience and opportunities of acquiring information gave me advantages which they could not possess, did I do wrong in expressing those opinions?

Did I do wrong in 1829, in opposition to the opinion recorded in an Address to the Throne, that "it was vain to expect a Revenue from the Crown Lands and Timber," to express my opinion to His Majesty's Government, that, under proper management, the Crown Estate, comprising an area of fifteen millions of acres, covered with Timber of immense value, could be made to furnish an ample Revenue, not only for the payment of the Civil List, but also for opening and improving the Country; and in confirmation of that opinion, I actually in a few years collected and paid over nearly £300,000 from that source.

That I have also differed in opinion with many wise and good men in the more recent management of the Crown Estate, I fully admit; but as I have in no way presumed, since the passing of the Civil List Act, to attempt to initiate any measures, but have endeavoured honestly to give every force to the commands of His Excellency the Lieutenant Governor in Council, I feel that I deserve not the opposition but the support and countenance of the Executive Government of this Province, not only relating to the questions discussed in these pages, but in every matter relating to myself as a Public Officer who has held his Sovereign's Commission for upwards of thirty years.

If however it should be the determination of Your Excellency in Council to moot this question, with the view of depriving me of any part of my Salary, I have to request that I may be informed of the same at an early day; and should such be the case, I have too much confidence in Your Excellency's sense of justice, as well as that of your Council, to believe it possible that any such proceeding can be intended to be had before the House of Assembly, backed, as the question brought by the Executive would be, by the whole weight and influence of a powerful Government, against me, single handed and alone.

No, Your Excellency will, I am sure, be prepared at least under such circumstances to refer the question of the liability of the Government to pay me certain sums of money, to a just and impartial Jury of the Country, after the manner of reference of a Petition of Right addressed to the Sovereign in England.

This is all I ask, and to this I consider myself entitled; and I can see no reason (if we do not already possess this right,) why an Act cannot be passed at the next Session, establishing such a Constitutional Court in this Province. If this cannot be done, we are in the position of British Subjects living in a British Colony, but deprived of the blessings of even handed justice under the English Constitution. It forms no part of the policy of Great Britain to deny justice to any of her sons, however distant they may be from the Parent State; and while I seek for no *more* than justice, I will never rest satisfied with any thing *less*.

In conclusion, I have only to crave Your Excellency's pardon for the length of these remarks, but as Your Excellency is comparatively a stranger to the whole question involved in my claims, I deemed it but right to afford such information as would enable Your Excellency to judge impartially of the same.

Should there be any points connected with this subject upon which Your Excellency may entertain any doubts, I believe that I can remove them either by documentary evidence or verbal explanation, if Your Excellency will condescend to favour me with your views of the matter.

I have, &c.

To His Excellency Sir Edmund W. Head, Bart.

THOS. BAILLIE.

(Copy—No. 113.)

Downing Street, 17th February, 1849.

SIR,—In answer to your Despatch, No. 8, of the 12th January last, relative to the claims of the Hon. Thomas Baillie to certain arrears of Salary as Surveyor General of New Brunswick, it appears to me only necessary that I should state that the arrears of which I spoke in my Despatch of the 22d June, 1847, were the arrears of the difference between the sums of £1,200 Sterling and £1,200 Currency, forming that portion of the claim of Mr. Baillie which had been favourably reported of by the Committee of the House of Assembly, in the Session of 1847. I expressed no opinion and gave no directions respecting *any other arrears.* * * * * *

I am, &c.

(Signed)

GREY.

Lieut. Governor Sir E. Head, Bart. &c. &c. &c.

(Copy—No. 126.)

Downing Street, 25th January, 1843.

SIR,—I have to acknowledge the receipt of your Despatch of the 30th ultimo, No. 121, on the subject of the claim preferred by Mr. Thomas Baillie for payment of Salary at the rate of £1,200 Sterling instead of Currency, from the date of his re-appointment to the office of Surveyor General.

Having re-examined the correspondence relating to Mr. Baillie's case, I must acknowledge that this claim appears to me to be involved in the same doubt and uncertainty which characterizes every part of the proceedings; but on the whole I think it safer to fall back upon the amount which had been settled by Sir John Harvey for the Salary of Mr. Baillie's office during his tenure of it, and restrict the issue of it to Currency.

I have, &c.

(Signed)

STANLEY.

Lieut. Governor Sir W. Colebrooke, &c. &c. &c.

(Copy—No. 178.)

Downing Street, 3d August, 1843.

SIR,—I have received your Despatch, No. 60, of the 27th June, enclosing an application from Mr. T. Baillie to receive the Salary of £1,500 Sterling, instead of £1,200 Currency, which latter sum he considers to have been assigned to him in consequence of an incorrect statement of the facts of his case having been submitted to me.

You will be pleased to inform Mr. Baillie in answer, that I do not find anything in this statement of his case which he now sends, which alters the view I have already expressed upon it, and that I consider the correspondence on the subject as closed.

I have, &c.

(Signed)

STANLEY.

Lt. Governor Sir W. Colebrooke, &c. &c. &c.

On motion of Mr. Hayward,

The House went into Committee of the whole on a Bill to restrain the provisions of the Fifth Section of an Act, intituled "An Act for the support of the Civil Government in this Province," and to establish sundry Regulations for the future disposal of Timber in certain cases.

Mr. Woodward 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 six months.

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

YEAS.

The Hon. Mr. Speaker,	Mr. Baillie,
The Hon. Mr. Wilmot,	Wark,
Mr. Thomson,	Tibbits,
Boyd,	Street,
Carman,	Connell,
Cranney,	Steves,
Brown,	Landry,
S. Earle,	Read,
M'Leod,	Porter,
Gilbert,	Ritchie.

NAYS.

The Hon. Mr. Partelow,
Mr. Barberie,
Montgomery,
Vail,
Hayward,
J. Earle,
Miles,
Jordan,
Taylor.

Whereupon it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed for six months.

Mr. Tibbits, a Member for the County of Carleton, applies for leave of absence until this day week, private business of importance requiring his attention; which leave was granted.

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 follows :—

“ May it please Your Excellency,

“ The Assembly have passed—

“ A Bill imposing Duties for raising a Revenue.

“ This Bill I now on their behalf present to Your Excellency, and pray Your Excellency's assent thereto.”

That His Excellency was then pleased to give His assent to the Bill presented by the Assembly, as also to the following, intituled—

An Act to consolidate and amend the several Acts relating to the Criminal Law of this Province, so far as relates to the definition of certain indictable offences, and the punishment thereof :

An Act to consolidate and improve the Laws relative to the administration of Criminal Justice :

An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions within this Province with respect to Summary Convictions and Orders :

An Act to provide for the management of the Provincial Lunatic Asylum :

An Act to authorize the commutation of Debts due the Crown by Settlers in certain cases for work on the Public Roads :

An Act further to continue an Act to provide for the prompt payment of all demands upon the Provincial Treasury :

An Act to continue the Act to provide for the payment of Interest on Warrants :

An Act to alter and amend an Act, intituled “ An Act relating to the Clerk of the Pleas :”

An Act to repeal an Act, intituled “ An Act further to facilitate the means of supplying the City of Saint John with Water, and for the more effectual prevention and extinguishment of Fires within the said City :”

An Act to authorize the Trustees of Saint Luke's Church, in Bathurst, to dispose of certain Lands :

An Act relating to Buoys and Beacons in the Harbour of Buctouche, in the County of Kent :

An Act in addition to and in amendment of the several Acts now in force to provide for sick and disabled Seamen, not being Paupers, belonging to this Province, so far as relates to the County of Kent : and

An Act to provide for more effectually repairing the Roads and Bridges in the Parishes of Campo Bello and Grand Manan.

On motion of the Honorable Mr. Partelow,

The House went into Committee of the whole, under the adjourned proceedings of yesterday, and resumed the further consideration of Supplies to be granted for the Public Service.

Mr. Botsford 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 passed a number of Resolutions; and he having read the same, handed them in at the Clerk's Table, where they were again read, and are as follow :—

Resolved, That there be granted

To George Hoyt the sum of £—— to remunerate him for the support and maintenance of Mary Hoyt, Widow of the late Joseph Hoyt, an old Soldier of the Revolutionary War, for the year 1847.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To John Baird, licenced Teacher, the sum of £—— to remunerate him for teaching a School in the Parish of Andover, Carleton County, from the first May, 1847, to first November, 1848.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Neal Donoghue, School Teacher, the sum of £—— to remunerate him for teaching a School in the Parish of Madawaska, Carleton County, from the first July, 1847, to the thirty first December, 1848.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Sabra Lyon, Widow of the late Hezekiah Lyon, an old Soldier of the Revolutionary War, the sum of £10 to assist her in her present destitute condition.

To Mary Whelpley, Widow of the late Jonathan Whelpley, an old Soldier of the Revolutionary War, the sum of £10 to assist her in her present destitute condition.

To Hugh Brown, of Greenwich, King's County, the sum of £10 to remunerate him for the support of Tamar Britney, Widow of an old Soldier of the Revolutionary War, the same to be in lieu of any Grant to the said Tamar Britney, who is lately deceased.

To Mary Hoyt, Widow of the late Joseph Hoyt, an old Soldier of the Revolutionary War in America, the sum of £10 for the year 1848, to assist her in present destitute condition.

To Patrick Bennett the sum of £5 to remunerate him for services performed as a licenced School Teacher, in Norton, King's County, ending first of May, 1847.

To Samuel Underwood, son of the late John Underwood, an old Soldier of the Revolutionary War, the sum of £4, being amount due him at the time of his death.

To Elizabeth Cameron, Widow of William Cameron, an old Soldier of the Revolutionary War, the sum of £20, being two years Pension due her to January 1849.

To Lydia Shepherd, Widow of an old Soldier of the Revolutionary War, the sum of £—— being for two years allowance due her; no application having been made last Session in consequence of her not being informed of the Laws relating to old Soldiers and their Widows.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To William Gilmour the sum of £5 to reimburse him for teaching a School in the Parish of Durham, in the County of Restigouche, for a period of three months ending the first of April, 1848.

To John R. M'Pherson the sum of £10 to remunerate him for attending the Draw of the Oromocto Bridge for the years 1847 and 1848.

To Eunice Sewel, Widow of an old Soldier of the Revolutionary War, the sum of £—— to assist her in her present destitute circumstances.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To John Hope, of the Parish of Salisbury, in the County of Westmorland, the sum of £—— to remunerate him for expenses incurred in support of a sick and destitute Indian while labouring under the Small Pox.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Charles Cahil and Charles Dixon, Overseers of the Poor of the Parish of Sackville, the sum of £—— for expenses incurred by them in support of sick and distressed Indians in 1847.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Commissioners to be appointed by His Excellency the Lieutenant Governor, the sum of £100 to provide for the running of a Weekly Packet between the Islands of Grand Manan, Campo Bello, Deer Island, and Saint Andrews.

To Catherine M'Curdy, a licenced School Mistress, £—— for having taught a School in the Parish of Saint Stephen, for six months.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To W. E. Snow and Son the sum of £50 to aid them in the completion of their Woolen Manufactory at Hampton, King's County, the same to be in full for all encouragement.

To

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £—— to be paid R. and H. Davis, of Woodstock, upon satisfactory proof of their Woolen Cloth Manufactory being erected and in operation.

Upon the question for sustaining this Resolution, the Committee divided—

YEAS 12.

NAYS 15.

And it was thereupon decided in the negative.

To Joseph Pickard, a licenced Teacher, the sum of £10 to remunerate him for teaching a School in the Parish of Douglas, County of York, for a period of six months ending the first day of June, 1848.

To Elizabeth Whitehead, Widow of an old Soldier of the Revolutionary War, the sum of £20 to assist her in her present destitute circumstances.

To John M'Gregor the sum of £20 for teaching a School in New Ireland, for twelve months ending in December last.

To Sarah Creekmore, the Widow of an old Soldier of the Revolutionary War, the sum of £10 to assist her in her present destitute circumstances.

To the Overseers of the Poor for the Parish of Lincoln, the sum of £—— to remunerate them for expenses incurred in supporting the late Joseph Obbin to the time of his death.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Letty Bell, the Widow of an old Soldier of the Revolutionary War, the sum of £10 to assist her in her present destitute circumstances.

To Ann M'Donald, Widow of the late Surgeon M'Donald, of the Jersey Volunteers, the sum of £10 to assist her in her present indigent circumstances.

And the Chairman further reported, that he was directed to ask for leave to sit again to-morrow.

Ordered, That the Report be accepted, the Resolutions as passed in the Committee engrossed, and that the House do to-morrow resolve itself into Committee of the whole, and resume the further consideration of Supplies to be granted for the Public Service.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, communicated the following:—

“Legislative Council Chamber, 26th March, 1849.

“Resolved, That the Honorable Mr. Botsford be the Committee on the part of this House, to join the Committee appointed by the Assembly, in preparing the proposed Joint Address to Her Most Gracious Majesty, to effect an early settlement of the Boundary between this Province and Canada.

“J. GREGORY, Clerk Assistant.”

And he informed the House that the Council had passed—

A Bill, intituled “An Act to authorize and empower the Rector, Church Wardens and Vestry of Saint George's Church, in the Parish of Bathurst, in the County of Gloucester, to sell and convey a certain tract or lot of Glebe Land situate in the said Parish, and to vest the proceeds in the purchase of other Lands in a more desirable situation, and more productive;”

To which they desire the concurrence of the Assembly.

The Bill sent down from the Legislative Council, was then read a first time.

On motion of the Honorable Mr. L. A. Wilmot,

The House again went into Committee of the whole on a Bill relating to the disposal of Mines and Minerals in this Province.

Mr. Woodward 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, the following amendment was moved, to be added thereto and stand as a second Section to the said Bill:—

“ II.

“ II. And be it enacted, That when and so often as such Mines shall be under granted and improved Lands, the owner of such granted and improved Lands shall be entitled to receive a fair and just compensation for injury that such granted and improved Lands may sustain by the working of such Mines.”

And upon the question for adopting the said amendment, the Committee divided as follows :—

YEAS.		NAYS.	
Mr. Boyd,	Mr. J. Earle,	The Hon. Mr. Speaker,	Mr. R. D. Wilmot,
Thomson,	Connell,	The Hon. Mr. Wilmot,	Baillie,
Smith,	Jordan,	The Hon. Mr. Partelow,	Brown.
Wark,	Mr. Read,	The Hon. Mr. Hanington,	
M ^c Leod,	Ritchie,	Mr. Botsford,	
Gilbert,	Montgomery,	Barberie,	
Miles,	Steves.	Wilson,	
Hayward,		Vail,	

Whereupon it was carried in the affirmative ; and

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.

Wednesday, 28th March, 1849.

Prayers.

Read a second time—

A Bill sent down from the Legislative Council, intituled “ An Act to authorize and empower the Rector, Church Wardens and Vestry of Saint George’s Church, in the Parish of Bathurst, in the County of Gloucester, to sell and convey a certain tract or lot of Glebe Land situate in the said Parish, and to vest the procees in the purchase of other Lands in a more desirable situation, and more productive.”

Read as engrossed,

The Resolutions of Appropriation made and passed in Supply yesterday the twenty seventh day of March instant.

Ordered, That Mr. M^cLeod do take the said Resolutions to the Council, and desire their concurrence thereto.

On motion of Mr. Woodward,

The House again went into Committee of the whole on a Bill to repeal an Act, intituled “ An Act to authorize the widening of Saint John Street, and the continuation thereof to Duke Street, in the City of Saint John,” and to make more effectual provision for the same.

Mr. Cranney 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 until the next Session of the Legislature.

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 until the next Session.

On motion of Mr. R. D. Wilmot,

The House went into Committee of the whole on a Bill for regulating the shipping of Seamen in the Port of Saint John.

Mr. Cranney 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

On motion of Mr. Woodward,

The House went into Committee of the whole on a Bill to authorize the widening and enlarging of Mill Street, in the City of Saint John.

Mr. Steves 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. Boyd,

The House went into Committee of the whole on a Bill to repeal all the Acts regulating Tavern Keepers, Inn Keepers, and Retailers, and to prevent the sale of Intoxicating Liquors.

Mr. Cranney 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.

The Hon. Mr. Speaker,	Mr. Woodward,	The Hon. Mr. Wilmot,
The Hon. Mr. Partelow,	Porter,	Mr. Boyd,
The Hon. Mr. Hanington,	Vail,	Brown,
Mr. Jordan,	Baillie,	Gilbert,
Wilson,	M'Leod,	Taylor,
Landry,	End,	Ritchie,
Read,	Thomson,	Steves.
J. Earle,	Wark,	
S. Earle,	Carman,	
Botsford,	Miles.	
Street,		

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 for three months.

The Honorable Mr. L. A. Wilmot moved for leave to bring in a Bill to amend an Act, intituled "An Act for ascertaining the Population of this Province, and for other purposes therein mentioned."

Leave granted.

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

On motion of the Honorable Mr. Partelow,

The House went into Committee of the whole, under the adjourned proceedings of yesterday, and resumed the further consideration of Supplies to be granted for the Public Service.

Mr. Botsford 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 passed two Resolutions; and he having read the same, handed them in at the Clerk's Table, where they were again read, and are as follow:—

Resolved, That there be granted

To Thomas Vondy, Administrator on the Estate and Effects of the late Doctor Vondy, the sum of £—, being balance due to that Estate for the attendance of the Intestate immediately prior to his death, upon the sick Emigrants at Middle Island, in the County of Northumberland, in the year 1847.

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

YEAS.		NAYS.	
Mr. Thomson,	Mr. M'Leod,	The Hon. Mr. Partelow,	Mr. Steves,
Read,	Baillie,	The Hon. Mr. Hanington,	Hayward,
Connell,	Carman,	Mr. J. Earle,	Miles,
Street,	Cranney,	Montgomery,	Vail,
Barberie,	Porter.	Smith,	Brown,
Taylor,		Jordan,	Gilbert.
Boyd,		Ritchie,	

And it was thereupon decided in the negative.

To Hugh Copeley, of the Parish of Saint George, Second Class Teacher, the sum of £20 to remunerate him for teaching a School in said Parish, for fifteen months ending on the twentieth day of April, 1848.

To the Commissioners of the Poor for the Parish of Saint Stephen, the sum of £34 18 2 to reimburse them for monies expended in support of sick and distressed Emigrants; the same to be taken from the Emigrant Fund.

To Thomas Wetherall the sum of £— for twelve months service for teaching a School in the Parish of Johnston, Queens' County, for one year ending on the eighteenth January, 1849.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

And the Chairman further reported, that he was directed to ask for leave to sit again to-morrow.

Ordered, That the Report be accepted, the Resolutions as passed in the Committee engrossed, and that the House do to-morrow resolve itself into Committee of the whole, and resume the further consideration of Supplies to be granted for the Public Service.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House that the Council had agreed to

The Bill to increase the Capital Stock of the Saint John Water Company, and to provide for a more efficient supply of Water in the City of Saint John;

Without making any amendment thereto.

And that they had also agreed to

The Bill to provide for the improvement of the Navigation of the River Saint John.

And he further informed the House that they had agreed to

The Bill to amend an Act, intituled "An Act to incorporate the City of Fredericton;" With 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:—

At A in Section II. insert the words "although such owner be not a resident within the said City pursuant to the provisions aforesaid, and."

At B insert the words "not being a Member or Members of the Council."

From C in Section V. expunge the remainder of the Section, and insert as follows:—"the said City Council, on granting any Retail or Tavern Licence, may impose such fine or sum of money on the person receiving the same, not exceeding fifteen pounds, as they in their discretion may think proper."

At D in Section VI. insert the following words:—"in one or more public Newspapers of the said City."

At E at the end of the Bill, add a new Section, as follows:—

"VI. And be it enacted, That nothing in the said recited Act mentioned shall be construed to authorize any greater number than five of the said Councillors, to be named by the City Council for the time being, to sit and vote at any General or Special Sessions of the Peace for the said County."

Ordered, That the said Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

Mr. Connell, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of the twenty fourth day of March instant,

instant, praying that the recommendations contained in the Report of the Select Committee as regards the application of Simon Hebert to be quieted in his possession to certain Lands at Madawaska, reported—That they had attended to that duty, and that His Excellency was pleased to say, the said Report of the Select Committee should have all that weight with himself and his Executive Council which its importance demanded.

On motion of Mr. Read,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause David Crocker, Supervisor of the Great Road from Newcastle to Campbellton, to lay before this House a detailed Account, shewing the amount expended by him during the year 1848 on that part of the said Great Road leading from Bathurst to Belledune, for which purpose a Grant of three hundred pounds was appropriated.

Ordered, That Mr. Read, Mr. End, and Mr. Hayward, be a Committee to wait upon His Excellency with the Address.

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

Thursday, 29th March, 1849.

Prayers.

Read a second time—

A Bill to amend an Act, intituled “An Act for ascertaining the Population of this Province, and for other purposes therein mentioned.”

Read as engrossed,

The Resolutions of Appropriation made and passed in Supply yesterday the twenty eighth day of March instant.

Ordered, That Mr. Thomson do take the said Resolutions to the Council, and desire their concurrence thereto.

According to the Order of the Day, the amendments made by the Legislative Council to—The Bill to amend an Act, intituled “An Act to incorporate the City of Frederickton,”—were read a third time.

Resolved, That the House do concur therein.

Ordered, That the Honorable Mr. Fisher return the Bill, with the amendments, to the Council, and acquaint them therewith.

On motion of Mr. Thomson,

The House went into Committee of the whole on a Bill sent down from the Legislative Council, intituled “An Act to authorize and empower the Rector, Church Wardens and Vestry of Saint George’s Church, in the Parish of Bathurst, in the County of Gloucester, to sell and convey a certain tract or lot of Glebe Land situate in the said Parish, and to vest the proceeds in the purchase of other Lands in a more desirable situation, and more productive.”

Mr. S. Earle 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 read a third time to-morrow.

On motion of Mr. Ritchie,

The House again went into Committee of the whole on a Bill in further amendment of the Charter of 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 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

On motion of Mr. Connell,

Whereas a Rail Road from the Inner Bay of Passamaquoddy to Woodstock, would be an important link in a chain of Railways from the Bay of Fundy to Quebec, would open up a large tract of Wilderness Land to immediate settlement, facilitate the construction of other Railways, and deserves every encouragement that can be afforded it, consistent with the condition and resources of the Province; therefore

Resolved, As the opinion of this House, That it is expedient to grant to the Saint Andrews and Quebec Rail Road Company, all the ungranted Land along the Line of said Rail Road to the distance of five miles on either side thereof, a Patent of the said Lands not to issue to the said Company until the said Rail Road is completed, with a Branch to Saint Stephen, and all the necessary Stations, Houses, Engines, Cars, and other furniture necessary to put the same in good working order, are provided; and further

Resolved, That the substance of this Resolution be embodied in a Bill.

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

YEAS.		NAYS.	
The Hon. Mr. Wilmot,	Mr. End,	The Hon. Mr. Partelow,	Mr. Vail,
The Hon. Mr. Fisher,	S. Earle,	The Hon. Mr. Hanington,	Botsford,
Mr. Boyd,	Brown.	Mr. Jordan,	Ritchie,
Hayward,		Barberie,	Ansley,
Porter,		Montgomery,	Gilbert,
Thomson,		Read,	M'Leod,
Woodward,		R. D. Wilmot,	Wark,
Baillie,		Smith,	Cranney,
Street,		Landry,	Carman.
Connell,		Wilson,	

And it was thereupon decided in the negative.

The Honorable Mr. L. A. Wilmot, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Report from the Secretary to the Provincial Board of Education, accompanied by Schedule of Teachers and Candidates who have passed the Training School and received their Certificates: with

Various Accounts of the Secretary connected with the Parish Schools in the Province.

[See Appendix.]

On motion of the Honorable Mr. Partelow,

The House went into Committee of the whole, under the adjourned proceedings of yesterday, and resumed the further consideration of Supplies to be granted for the Public Service.

Mr. Botsford 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 passed a number of Resolutions; and he having read the same, handed them in at the Clerk's Table, where they were again read, and are as follow:—

Resolved, That there be granted

To Thomas Hardy the sum of £—— to remunerate him for conveying the Mails from Saint Andrews to Mill Town, Saint Stephen, for past services.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, a sum not exceeding £150 to remunerate persons employed in taking the Statistics of Travellers, &c. during the past Summer in the following places, viz:—Tantamar Bridge, £25; Hammond River, £25; Black River, £20; Petitcodiac, £35; Springhill, £25; Lancaster, £20.

To Mary M. Leggett the sum of £20 to remunerate her for teaching a School in the Parish of Studholm, Kings' County, for the year 1848.

To Doctors Bayard, Peters, and Livingstone, the sum of £25 each for their services in inspecting and reporting upon the different Establishments in Saint John and Partridge Island in 1847, connected with the sick Emigrants and Partridge Island, by order of the Executive Government; to be taken from the Emigrant Fund.

To

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £300 to provide for the payment of extra work due for erecting Arestook Bridge.

To James Gunn the sum of £10, being the amount of Pension due his late Mother, Amy Gunn, the Widow of an old Soldier of the Revolutionary War, at the time of her death.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £350 for Provincial Contingencies the present year.

To George Cummings, a Schoolmaster, in the City of Saint John, the sum of £20 to remunerate him for having taught for several years many poor Children gratis.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £56 5s. to be applied in purchasing two hundred and twenty five acres of vacant Crown Lands, in the County of Charlotte, for the Reverend Samuel Thomson, of the Parish of Saint George, in the said County, Administrator of the Estate of the late John M'Master, deceased, as per Report of Committee of twelfth day of March, 1849.

The sum of £25, re-appropriated in the year 1848 for the Road leading to a back Settlement on Green River, in the County of Carleton, and not expended, to be again re-appropriated for the Road leading from the Little Falls to the Saint Francis.

To William C. Tredwell, of Fredericton, W. P. of York Division, Number Two, Sons of Temperance, the sum of £7 2 6, being the amount of Duties paid on behalf of the Division on a "Banner" imported from Boston on the nineteenth day of March, 1848.

To Timothy O'Connor the sum of £30 to remunerate him for certain extra services performed by him in 1846, in preparing six hundred copies of Maps of the Province for the use of the Legislature.

To the Rector, Church Wardens and Vestry of the Parish of Saint George, the sum of £5 to reimburse them that amount of Duty paid on the importation of a Bell for said Parish in 1848.

To Gould Crouse the sum of £5, being amount of Pension due to the late Ruth Baird, Widow of an old Soldier of the Revolutionary War, at the time of her death.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the following sums for the improvement of Bye Roads in the following Counties:—

Carleton County Bye Roads:

£25	For the road leading from Monquart to Tobique; £8 of which to pay balance due on the Monquart Bridge.
10	For the road leading through the Holme's Settlement.
10	To open and repair the road leading from Muniack to a back Settlement.
75	For the road leading up Tobique.
20	For the road leading from Tobique to Salmon River.
10	For the road leading from Henry Baird's through a back Settlement.
10	For the road leading from the River Saint John through the Tomlinson Settlement.
10	For the road leading from the Arestook road past Tapley's.
50	For the road leading from the Arestook Bridge past the Arestook Falls.
20	For the road leading from Little River Mills to the American Boundary.
7 10	For the road leading from the Portage to the River Saint John, near Watson's Landing.
10	For the Road leading through the Colebrooke Settlement, near the Grand Falls.
10	For the old Portage road at Grand Falls.
7 10	For the road leading from Stevenson's to the River Saint John.
20	To open and repair the road leading from Lennan's to Olmstead's.
40	For the road leading from David Currie's through a back Settlement.
10	To open and repair the road leading to the Little River, near the Grand Falls.
125	For the road leading from the Little Falls to the Madawaska.
20	For the road leading up Madawaska River.

- £10 To improve the road from Ivey's Lime Kiln to George Strong's; £5 of which to be on the road leading to Been's, over the Swamp.
- 5 To improve the road from Maduxnikik, passing Jacob M'Lellan's.
- 5 To improve the road from Samuel Lilley's in a southerly direction to the end of the Settlement.
- 5 To improve the road leading from the Watson Settlement, passing Nickerson's.
- 7 10 To improve the road from the River Saint John to Eel River Falls, principally to be laid out through a Swamp.
- 5 To improve the road from Edmund's passing Robinson's.
- 7 10 To improve the road from DeBeck's, passing Kent's, to Eel River road.
- 15 To improve the road from Fraser Duff's Grant to Green's Grist Mill, and to aid in building a Bridge at Bull's Creek.
- 5 To improve the road from Thomas M'Bride's to John M'Lellan's.
- 10 To improve the road from Charles Campbell's to South Richmond road.
- 5 To improve the road from Land granted to Alexander, passing Lyderney's, to Bull's Creek.
- 5 To improve the road from Gartley Settlement, passing M'Elroy's.
- 20 To improve the road from the Main River, passing the Court House, towards the Maduxnikik.
- 20 To improve the road from the South Richmond road, passing Gidney's.
- 5 To improve the road from the Scotch Corner to Maduxnikik.
- 15 To improve the road from George Hillman's to the Watson Settlement.
- 5 To improve the road from P. Daley's to the Hodgden road.
- 10 To improve the road from the School House to the Mountain Settlement.
- 30 To improve the road from the River through the O'Donnell Settlement.
- 5 To improve the road from O'Donnell's corner, passing Mrs. Johnston's.
- 5 To improve the road from O'Donnell's corner to DeBeck's Mill.
- 15 To improve the road from the Berdue, passing Hay's.
- 25 To aid in building a Public Landing at Woodstock.
- 20 To improve the road from E. Baker's to Briggs' corner.
- 15 To improve the road from M'Kenzie's corner to the River.
- 7 10 From the Houlton road, passing W. Bull's.
- 5 To improve the road from Beardsley's to the back Settlement.
- 10 To aid in building a Bridge over Simonson Creek.
- 15 To improve the road from Buxton's, passing Smith's, and to aid in building a Bridge.
- 5 To improve the road from Edgar's to James Phillips'.
- 10 To improve the road from Edgar's to W. Malorey's.
- 5 To improve the road from William M'Ghec's to Burpe's Mill.
- 5 To improve the road from Victoria to Burpe's Mill.
- 10 To improve the road from Burpe's Mill to the M'Cafferty road.
- 10 To improve the road from the Little Presqu'ile, passing Thomas Palmer's.
- 7 10 To improve the road from Thomas Palmer's, passing Lepset's.
- 5 To improve the road from Gitchell's Mills, passing Fuer's.
- 10 To improve the road from M'Bride's to W. Bell's.
- 10 To improve the road from Brigg's corner to the Maduxnikik.
- 20 To improve the road from A. Lindsay's, through New Ireland Settlement, the principal part to be expended passing Sherard's, if necessary.
- 5 To improve the road from Lindsey's to Bisbey's Farm.
- 5 To improve the road from the New Ireland road, passing Phillip's.
- 5 To improve the road from Sharpe's to the Maduxnikik.
- 5 To improve the road from Brigg's corner to the Williamstown Road.
- 20 To improve the road from Tracey's Mill, through the Good Settlement.
- 15 To aid in building a Bridge at Tracey's Mill.
- 5 To improve the road from the Williamstown road, passing Mehan's.
- 5 To improve the road from the Williamstown road, passing Savage's.
- 5 To improve the road from the Williamstown road, passing M'Hegan's.
- 5 To improve the road from the Williamstown road, South Presqu'ile, towards the River.

- £15 To improve the road from Boyer's Mill to the Boundary Line.
 20 To improve the road from Kerr's to Wakeham's.
 15 To improve the road from the Kerr road, northerly, through the Green Settlement.
 7 10 To improve the road from Tracey's Mill, through the Cronk Settlement.
 5 To improve the road from Kenny's to a back Settlement.
 5 To improve the road from M'Isaac's to a back Settlement.
 5 To improve the road from Dyer's to a back Settlement.
 20 To improve the road from Monquart to Becaguimic; (the balance due on Chittehawk Bridge to be paid.)
 5 To improve the road from Hayden's passing Rukan's.
 15 To improve the road through the Victoria Settlement, to the end thereof, and thence to open a new road to the River.
 10 To improve the road from E. Orser's, passing James Clark's, to the end of the Settlement.
 5 To improve the road from Clark's to Stephenson's, west side Cold Stream.
 15 To improve the road from the Cold Stream, passing Allen Shaw's and Stockford's; out of which £5 to be paid John Stockford balance due on a Bridge.
 20 To improve the road from Shaw's to Becaguimic.
 15 To improve the road from Shaw's to the County Line.
 5 To improve the road from James Dickenson's to the Newburgh Settlement.
 7 10 To improve the road from Carrol's, passing M'Elroy's.
 5 To improve the road from M'Kenney's, passing Gallaher's.
 10 To improve the road from from William Tompkin's, through Kilmarnock Settlement.
 20 To improve the road from John Shea's, through Newberry Settlement.
 5 To improve the road from Jesse Shaw's, passing Martin's.
 19 5 To improve the road from Flanigan's to the Williamstown road.

Albert Bye Roads :

- £20 For the road from Hayward's to the Great Road in Hopewell, thence to the Public Wharf.
 10 From James Rodgers' through the Hailey Settlement.
 15 From the Hailey road to the Memel Settlement.
 5 From the Memel road to Flannigan's.
 5 From Dry Brook to H. Woodworth's.
 5 From Creek road to Jamieson's.
 5 From L. O. Regan's to Wilber's, thence to Caledonia road.
 20 From the Great Road in Hopewell to and through Caledonia Settlement.
 20 From Ferry Point to Caledonia, through Woodworth Settlement.
 15 From Great Road, up Turtle Creek, to Milton's.
 10 From M'Latchy's Bridge to Stony Creek.
 5 From Abraham Steves' to Benjamin Jonah's.
 10 From the Great Road near Dawson's to Turtle Creek, thence to Irving's road.
 20 For the Road and Bridge from the Great Road to Mitton's road.
 5 From the Great Road to and over Gray's Island.
 5 From Stony Creek to Thomas Rodger's, thence to Lannan's.
 20 From David Wallace's, up Turtle Creek, to the Great Road.
 20 From Henry Steves' to Irving's, thence to Caledonia Mountain.
 20 From Irving's to the West Branch of the Turtle Creek, thence to Little River.
 10 From Henry Steves' to Round Hill, thence to Duffy's.
 10 For the Road and Bridge from Henry Steves' to John L. Steves'.
 15 From Hayward's to William Warnuck's.
 5 From Prestly Hill to Robert Steves'.
 25 From Stony Creek to Lazarus Colpitt's.
 5 From Coverdale road to Niagara Settlement.
 33 15 From Lazarus Colpitt's to William Stone's; £10 of which to be laid out on Cranberry and Robert Chapman's Hills.

- £35 From the Great Road in Coverdale, up Little River, to Parkin's; £20 of which to be paid to George Colpitts, towards the erection of a Bridge over Coverdale River.
- 5 From George Colpitt's Mill to Bannister's.
- 5 From Great Road to Coverdale River, by Nixon's.
- 5 From Parkin's road to Robert Colpitt's, Junior, thence to E. Mullin's.
- 5 From William Parkin's to the Colpitt road.
- 20 From Gideon Bray's to Coverdale River; £4 10s. of which to be paid to Gideon Bray to enable him to pay expenses of exploration.
- 30 From King's County Line, near George Jonah's, to Pollet River, thence to Coverdale River over the Golding Mountain.
- 10 From Robert Colpitt's, up Pollet River, to Mechanics' Settlement.
- 20 From Pollet River to Isaac Horseman's, thence through Smith Settlement to Little River.
- 10 From Pollet River to Dornon's.
- 35 From the Great Road to Gallagher's, through the Germain Town Settlement; £7 10s. of which to be paid Nicholas Keiver for over-expenditure in 1848.
- 40 From Germain Town Road to the County Line, through New Ireland Settlement.
- 5 From New Ireland road, by Raburn's, to M'Kinley's or Dailey's.
- 5 From New Ireland road to Hanson's.
- 15 For the road over Germain Town Marsh to Samuel Tingley's.
- 10 From Forsyth's to Gallagher's.
- 5 From T. Edgett's to Fullerton's.
- 10 From William Tingley's to the Lake road.
- 5 For the road up Beaver Brook, to Edgett's.
- 5 From Fillamore's to D. Copp's.
- 15 From New Ireland to Salmon River.
- 10 For the road up Pine Brook, to Bennett's Lake.
- 35 From Dennis Gallagher's to Point Wolf.
- 5 From Point Wolf to Herring Cove.
- 5 From H. Coil's to M'Lauchlan's.
- 5 From Gideon Hunt's to Philip Daley's.

And the Chairman further reported, that he was directed to ask for leave to sit again.

Ordered, That the Report be accepted, the Resolutions as passed in the Committee engrossed, and leave to sit again granted.

Mr. Read, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of yesterday, relative to the expenditure of an appropriation made for that part of the Great Road from Bathurst to Belledune, in the County of Gloucester, by David Crocker, Supervisor, reported—That they had attended thereto, and that His Excellency was pleased to say, he would call on Mr. Crocker for the required Accounts.

Mr. S. Earle, from the Committee appointed on the thirteenth day of February last, to take under consideration a Petition from Joseph Baxter and James Stark, relative to the reimbursement of expenses incurred in the defence of a Law Suit instituted against them as Commissioners for the erection of a Bridge over the Kennebecasis, 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 Select Committee to whom was referred the Petition of Joseph Baxter, and James Stark, praying to be remunerated for losses sustained in defending a Suit brought against them by the Contractor for the erection of a Bridge across the Kennebecasis River, in Kings' County, during the year 1847, as two of the Commissioners appointed by the Government for the expenditure of the Provincial Grant, in aid of individual subscription, for the erection of said Bridge, which Suit they felt it their duty to defend, on the ground that the said Bridge had not been erected according to Contract; the Committee having had the same under consideration, Report—

“ That

"That it appears the Petitioners had much difficulty to encounter in the discharge of their duty, and have been actuated by conscientious motives in resisting the claim made upon them; and that the loss of the Suit was owing to causes over which they had no control; and under all the circumstances connected with the case, the Committee are of opinion, that the Petitioners are entitled to relief, and therefore recommend that the sum of £77 12 9, being the amount of the verdict and taxed costs on both sides, be granted, to remunerate the Petitioners in part for the heavy loss they have sustained by the said Suit.

"Respectfully submitted.

"S. Z. EARLE,
J. A. STREET,
W. END.

"Committee Room, 28th March, 1849."

Ordered, That the Report be accepted; and

On motion of Mr. S. Earle; further

Ordered, That the said Report be referred to the Committee of Supply.

The Honorable Mr. L. A. Wilmot, from the Committee appointed on the thirty first day of January last, to take into consideration all matters connected with the Education of the Youth of the Province, 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 Select Committee on Education submit the following Report:—

"No. 1. Is the Petition of William Stone and others, inhabitants of the Parishes of Coverdale and Salisbury, praying that a Grant may pass to Thomas Baker for having taught a very superior School in Coverdale, County of Albert: It appears that this School is in a flourishing condition; the usual attendance of Pupils being from 40 to 50; under all the circumstances of the case, we recommend a Grant of £35 in support thereof.

No. 2. Is the Petition of the Reverend Michael Powers and others, the Managing Committee of the Roman Catholic School at Bathurst, in the County of Gloucester, praying a continuation of the Grant towards that Establishment: A certificate is attached, shewing an attendance of 36 Males and 15 Females, and that the School is in an efficient state; we therefore recommend that the Grant of last year be continued.

"No. 3. Is the Petition of the President and Directors of the Grammar School at Saint Andrews, praying for pecuniary aid to enable them to employ an Assistant in that Establishment: The average attendance at this School is 72, and an Assistant Teacher is indispensable in the management of it; and we therefore recommend that the sum of £20 be granted for that purpose.

"No. 4. Is the Petition of the Reverend M. A. Wallace and the Managing Committee of the Roman Catholic School at Saint Andrews, praying that the usual allowance may be continued to them in aid of the said School: This School is attended by 70 Scholars; and we recommend a continuation of the Grant of last year, being £30, in support thereof.

"No. 5. Is the Petition of John Gallivan, of Saint John, praying for the usual Provincial allowance granted to licenced Teachers, for having conducted the Male department of the Roman Catholic Free School in that City for three and a half years, ending on the first day of August, 1846: The sum of £150 per annum was granted by the Legislature for the support of this School during the time mentioned by the Petitioner, and as we think he should look to his employers for his Salary out of the Grants heretofore made, we cannot recommend a compliance with the prayer of this Petition.

"No. 6. Is the Petition of Thomas Henderson and others, inhabitants of the Parish of Moncton, in the County of Westmorland, praying a Grant of money to enable them to remunerate James Seivewright for teaching a superior School at the Bend of Petitcodiac: This School is highly recommended, and has an attendance of 36 Pupils; we therefore recommend that a Grant of £35 be made towards the support thereof.

"No. 7. Is the Petition of Cain Spillain, of Richibucto, licenced Teacher, praying additional compensation for teaching School, in consequence of having taught a great number of poor Children gratis: No certificate is attached to this Petition, and we cannot, therefore, recommend a compliance therewith.

"No. 8. Is the Petition of the Reverend Robert Irvine, Minister, and George Hutchinson, Robert Ritchie, and others, Trustees, of the Saint John Presbyterian Church,

in the City of Saint John, praying aid towards the support of a Presbyterian Seminary established in that City: It appears that 109 Males and 12 Females received instruction at this Seminary during the past year, of whom 14 have been studying Classics; 10, Natural Philosophy; 16, Mathematics; 21, Logic; 61, English Grammar, Arithmetic, Geography, &c.; and that a number of the Children are taught gratuitously; the success of this valuable Institution fully justifies us in recommending the continuation of the Grant of £100 in support thereof.

"No. 9. Is the Petition of Murdock M'Kenzie, and others, inhabitants of the Parish of Alnwick, in the County of Northumberland, praying a Grant of money to enable them to purchase a Wilderness Lot for the support of a School: The Petitioners describe the Lot they require as containing fifty acres, situated in the centre of their Settlement; we therefore recommend that the sum of £7 10s. be granted for the purchase of the said Lot, and that the title thereof should be vested in the Justices of the Peace for the said County, for the use and support of the said School.

"No. 10. Is the Petition of Edward H. Duval, Teacher of the British School in Saint John, praying the usual Grant in aid of that Institution: We recommend a compliance with the prayer of this Petition, and that the sum of £100 be granted.

"We have had under consideration the Grammar School Returns, which are of a satisfactory character. The gross amount granted for twelve Schools is £1,080; total number of Scholars 483; the emoluments of Teachers, exclusive of Government allowance, £873 6s.

"Respectfully submitted.

"L. A. WILMOT,
D. HANINGTON,
JAMES BROWN,
S. Z. EARLE,
DAVID WARK,
WILLIAM END,
W. CARMAN.

"Committee Room, 29th March, 1849."

Ordered, That the Report be accepted, and the powers of the Committee continued to enable them to report further upon the matters referred for their consideration; and

On motion of the Honorable Mr. L. A. Wilmot; further

Ordered, That so much of the said Report as recommends the appropriation of monies, be referred to the Committee of Supply.

Mr. Brown moved for leave to bring in Bill to provide for opening and repairing Roads and erecting Bridges throughout the 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, 30th March, 1849.

Prayers.

Read a second time—

A Bill to provide for opening and repairing Roads and erecting Bridges throughout the Province.

Read as engrossed,

The Resolutions of Appropriation made and passed in Supply yesterday the twenty ninth day of March instant.

Ordered, That Mr. Connell do take the said Resolutions to the Council, and desire their concurrence thereto.

According to the Order of the Day, the Bill sent down from the Legislative Council, intituled "An Act to authorize and empower the Rector, Church Wardens and Vestry of Saint George's Church, in the Parish of Bathurst, in the County of Gloucester, to sell and convey a certain tract or lot of Glebe Land situate in the said Parish, and to vest the proceeds in the purchase of other Lands in a more desirable situation, and more productive," was read a third time.

Resolved, That the House do agree thereto.

Ordered, That Mr. Read return the Bill to the Council and acquaint them therewith.

On

On motion of Mr. Street,

The House again went into Committee of the whole on a Bill sent down from the Legislative Council, intituled "An Act to repeal the several Acts of Assembly relating to Bankruptcy 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 further consideration, the following Resolution was first moved:—

Resolved, That the further consideration of this Bill be postponed until the next Session of the Legislature.

And upon the question for sustaining the said Resolution, it was decided in the negative.

The question was then taken upon the first and only Section of the Bill, when the Committee divided as follows:—

YEAS.

The Hon. Mr. Speaker,	Mr. Boyd,
The Hon. Mr. Hanington,	J. Earle,
Mr. Barberie,	Miles,
Wilson,	Gilbert,
Botsford,	Wark,
Montgomery,	S. Earle,
Steves,	Thomson,
Smith,	Cranney,
Landry,	Street,
End,	Baillie.

NAYS.

The Hon. Mr. Wilmot,	Mr. Taylor,
The Hon. Mr. Fisher,	M'Leod,
The Hon. Mr. Partelow,	Carman,
Mr. Woodward,	Porter,
Connell,	Brown,
Read,	Hayward.
Ritchie,	
Jordan,	
Ansley,	
R. D. Wilmot,	

Whereupon it was carried in the affirmative, and the Bill agreed to by the Committee.

Ordered, That the Report be accepted, and the Bill read a third time to-morrow.

Mr. End, from the Committee appointed on the eighth day of February last, to take under consideration all matters relating to Couriers and Carriers of Mails, 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 to whom were referred the several Petitions connected with Couriers and Carriers, having attended to that duty, submit the following Report—

"No. 1. Is the Petition of William Kelly, praying a Grant of money to enable him to run a Weekly Day Stage between Miramichi and Fredericton: The Petitioner appears to be the Mail Contractor on the same route, and being compelled by the Post Office to travel by night, his establishment is found to be, so far, inconvenient to the public: Your Committee regret that postal regulations should not have been made, when practicable, with a view to Public as well as Post Office accommodation; but, although anxious to encourage the Petitioner, in the present state of the Provincial Finances, they cannot recommend the whole prayer of his Petition, but suggest that £75 be granted to aid a semi-weekly Stage, to run on that Line during the Summer months.

"No. 2. Is the Petition of John Wilson, of Miramichi, praying a Grant for ferrying the Mails, and keeping an efficient Team Ferry Boat at the North West and South West Branches of the Miramichi River: In reference to the ferrying of the Mails, the Committee presume that the Petitioner undertook the situation of Ferryman with a knowledge of its liability; and as to aid for the maintenance of the Team Ferry Boat, your Committee regard such means of crossing Rivers in the light of moveable Bridges, and that it is within the power, and indeed the duty, of the proper Supervisors, to extend such assistance to them as may secure their efficiency and public convenience.

"No. 3. Is the Petition of William B. Kay and others, praying aid towards a Courier to run from the Post Office in Salisbury, to James M'Naughton's, in Elgin, County of Albert: Your Committee recommend that £15 be granted to the Justices of the Peace of the County of Albert, in aid of such Courier.

"No. 4. Is the Petition of William Weeks:

"No. 6. Is the Petition of George Sprague: and

"No. 15. Is the Petition of Henry Livingstone and others:

All praying pecuniary Grants to aid the running of Packets from the Shores of Westmorland to Prince Edward Island: Your Committee cannot recommend the prayer of

of these Petitions, satisfied from the competition which appears to exist, that the undertaking is already remunerative.

" No. 5. Is the Petition of George Bell and Hector M'Lean, praying compensation for ferrying the Mails across the Richibucto River in 1845: Your Committee cannot recommend the prayer of this Petition.

" No. 7. Is the Petition of William Sharp, asking compensation for ferrying the Mails across the Jemseg in 1842: Your Committee cannot recommend the prayer of this Petition.

" No. 8. Is the Petition of George Morehouse and others, praying compensation for carrying the Mail Bags from Fredericton to Nackawick for one year: Your Committee recommend that the sum of £30 be granted to the Justices of the Peace of the County of York for that service.

" No. 9. Is the Petition of James Bowes and others, praying aid towards carrying an additional Mail weekly from the lower Post Office in Saint Stephen to Mill Town: Your Committee recommend that the sum of £10 be granted to the Justices of the Peace of the County of Charlotte, to provide a Carrier to run weekly from the lower Post Office in Saint Stephen to Mill Town, for one year.

" No. 10. Is the Petition of Roderick M'Leod and others, praying an additional Grant of money to provide for a Weekly Courier between Miramichi and Shippegan: Your Committee recommend that the sum of £60 be granted to the Justices of the Peace of the County of Northumberland for that service.

" No. 19. Is the Petition of George Wilson, praying a pecuniary Grant to establish a Weekly Courier between Bathurst and Shippegan: Your Committee recommend that the sum of £60 be granted to the Justices of Gloucester for this service, for the year commencing the first of June next.

" No. 11. Is the Petition of George Misset, praying compensation for keeping a Way Office at Government House on the Nerepis Road: Your Committee cannot recommend the prayer of this Petition.

" No. 12. Is the Petition of Andrew Murray, praying compensation for carrying the Mail Bags from Sackville to Cape Tormentine: Your Committee recommend that the sum of £35 be granted to the Justices of the Peace of the County of Westmorland for this service.

" No. 13. Is the Petition of James Green, praying compensation for the value of a Horse by him lost, last Winter, in the public service: Your Committee, under the very peculiar circumstances of the case, recommend that the sum of £20 be granted to the Petitioner.

" No. 14. Is the Petition of Joseph Leavitt, Stage Proprietor on the line between Fredericton and Saint Andrews, praying a continuation of the Grant by which he has been enabled to keep up his very efficient Establishment: Your Committee, satisfied of the convenience flowing to the public from this Establishment, recommend that £100 be granted to the Petitioner; and for further aid, submit that consideration to the House.

" No. 16. Is the Petition of James Mahood and others, praying aid towards a Courier between the Nerepis Road and the Foot of Long Island: Your Committee recommend that a Grant be made to His Excellency the Lieutenant Governor or Administrator of the Government for the time being, of the sum of £50 for remunerating a Courier to carry the Mails between Oak Point, Mahood's in the Jerusalem Settlement, Dunn's near Foot of Long Island, and the Mouth of the Nerepis, by the River Road.

" No. 17. Is the Petition of John Street, praying a Grant of money for ferrying Mails at the Grand Falls: A Grant of £15 having been made at the last Session for the purpose of furnishing Petitioner with a suitable Ferry Boat, your Committee recommend that the prayer of this Petition be acceded to, to the amount of £10 for the current year.

" No. 18. Is the Petition of Thomas Corrigan and Solomon Lawson, praying aid towards running a Line of Stages between Fredericton and Saint John on the Ice during the present Winter: Your Committee cannot recommend the prayer of this Petition.

" No. 21. Is the Petition of Malcolm King, praying compensation for carrying the Mails from the Way Office in Springfield, to David Coldwell's in Norton: Your Committee cannot recommend the prayer of this Petition.

" Your

“ Your Committee recommend that the Grants of 1848 for Post Communications, not herein referred to, be continued, viz:—

Fredericton to Stanley,	£25	0	0
Saint John to Quaco,	30	0	0
Saint John, Black River, and Ten Mile Creek,	25	0	0
Saint John, via Caledonia and Hibernia, to Tynemouth,	20	0	0
Saint John to Upham,	20	0	0
Sackville to North Joggins,	10	0	0
Harvey Post Office to Salmon River,	15	0	0
From Steves', Albert, to New Canaan, through Butternut Ridge,	15	0	0
Bathurst to Pokemouche, for the year ending 1st June, 1849,	40	0	0
From Springfield to Norton, for the current year,	10	0	0
From Miramichi to Dalhousie,	100	0	0
From Madawaska to Saint Francis,	40	0	0
From Gagetown to Salmon River,	30	0	0
From Long Creek to Sussex Vale,	15	0	0
To Thomas Smith, to enable him to keep a suitable Team Ferry between Douglas and Kingsclear,	15	0	0

“ All which is respectfully submitted.

“ W. END,
JAMES TAYLOR,
I. WOODWARD,
J. BROWN,
W. WILSON.

“ Committee Room, 30th March, 1849.”

Ordered, That the Report be accepted, and the powers of the Committee continued to enable them to report further upon the subject referred to their consideration; and On motion of Mr. End; further

Ordered, That so much of the said Report as recommends the appropriation of monies, be referred to the Committee of Supply.

The Honorable Mr. L. A. Wilmot, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—

Copies of Despatches from the Governor General of Canada, and from the Lieutenant Governors of Nova Scotia and this Province, to the Right Honorable Earl Grey, Secretary of State for the Colonies, with copies of Enclosures, upon the subject of the Quebec and Halifax Railway and the Public Works in Canada.

[See Appendix.]

On motion of the Honorable Mr. L. A. Wilmot,

Ordered, That the Despatches and other Documents now communicated, be forthwith printed, and that the Printer do furnish one hundred copies thereof.

The Honorable Mr. Partelow, from the Committee appointed on the thirty first day of January last, and to whom was referred the state of all the Roads of Communication in the Province, with directions to report the sums required for the improvement thereof, 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 to take into consideration what sums it may be necessary to grant for repairing and improving the Roads throughout the Province, have had before them the subject of the Great Roads, and recommend that the following sums should be granted for the improvement thereof:—

GREAT ROADS.

Saint John to the Nova Scotia Line,	£850	0	0
Fredericton to Saint John, via Nerepis,	375	0	0
Saint John to Saint Andrews,	300	0	0
Nerepis to Gagetown,	25	0	0
Dorchester to Shediac,	40	0	0
Shediac to Petitcodiac,	40	0	0

Carried forward, £1,630 0 0

<i>Brought forward,</i>	....	....	....	....	....	£1,630	0	0
Richibucto to Chatham,	....	....	....	....	....	225	0	0
Newcastle to Bathurst, ...	....	....	....	....	....	150	0	0
Bathurst to Belledune, ...	....	....	....	....	....	50	0	0
Belledune to Metis Road,	....	....	....	....	....	250	0	0
Fredericton to Woodstock,	....	....	....	....	....	725	0	0
Woodstock to Arestook,	....	....	....	....	....	350	0	0
Arestook to Grand Falls,	....	....	....	....	....	200	0	0
Fredericton to Finger Board,	....	....	....	....	....	150	0	0
Bellisle to Saint John, ...	....	....	....	....	....	25	0	0
Fredericton to Newcastle,	....	....	....	....	....	425	0	0
Fredericton to Saint Andrews,	....	....	....	....	....	300	0	0
Salisbury to Harvey, ...	....	....	....	....	....	225	0	0
Shediac to Richibucto, ...	....	....	....	....	....	200	0	0
Waweig to Saint Stephen,	....	....	....	....	....	70	0	0
Woodstock to Houlton,	....	....	....	....	....	40	0	0
Oromocto to Gagetown,	....	....	....	....	....	20	0	0
Oak Bay to Eel River, ...	....	....	....	....	....	270	0	0
Fredericton to Bend of Petitcodiac,	....	....	....	....	....	200	0	0
Grand Falls to Canada Line, ...	....	....	....	....	....	450	0	0
Bathurst to Miramichi, via Pokemouche,	....	....	....	....	....	265	0	0
Saint John to Quaco, ...	....	....	....	....	....	80	0	0
Hampton to Bellisle, ...	....	....	....	....	....	40	0	0
Lower Landing, Grand Falls, to American Boundary,	....	....	....	....	....	30	0	0
Cole's Island to Cape Tormentine, ...	....	....	....	....	....	125	0	0
Pickard's Store to American Boundary,	....	....	....	....	....	15	0	0
Total,	....	....	....	....	....	£6,510	0	0

" Your Committee recommend a Grant of £300 to the Nova Scotia and New Brunswick Land Company, for the improvement of the Roads through their Lands.

" Respectfully submitted.

" J. R. PARTELOW,
J. MONTGOMERY,
JOHN SMITH,
WILLIAM END,
CHARLES CONNELL,
GEO. HAYWAR
THOMAS GILBERT,
DAVID WARK,
W. CARMAN,
S. Z. EARLE,
CHARLES FISHER.
JAMES BOYD.

" Committee Room, 29th March, 1849."

Ordered, That the Report be accepted, and the Committee continued to enable them to report further upon the matters referred for their consideration; and

On motion of the Honorable Mr. Partelow; further

Ordered, That the said Report be referred to the Committee of Supply.

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

Auditor General's Report on the Accounts of Commissioners for building the Lunatic Asylum.

[See Appendix.]

Auditor General's Report on the Account of John Gregory, Esquire, Secretary to the Provincial Board of Education, in reference to the Parish School Books.

[See Appendix.]

Auditor General's Report on the Account of Benjamin Wolhaupter, Esquire, late Commissioner for Public Buildings.

[See Appendix.]

On

On motion of the Honorable Mr. Partelow,
Ordered, That the foregoing Reports, with the Accounts accompanying them, be referred to the Committee on Public Accounts.

Mr. Street, from the Committee appointed on the thirty first day of January last, to take under consideration all matters relating to the Agricultural Interests of the Province, 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 on Agriculture report, that they having attended to the several matters referred to them, submit the following Report—

“ 1st. As to the several Petitions :

“ No. 1. Is the Petition of William M'Leod, of Charlotte County, praying a Grant of a sum of money to enable him to purchase Land in the vicinity of Little Digdeguash Bridge, on the Road leading from Oak Bay to Eel River, in the County of York, and to settle there, and keep a house for the accommodation of Travellers: Your Committee recommend that the sum of £15 be granted towards the payment of the purchase money of one hundred acres of Wilderness Land on the Road in question, so soon as he shall make it appear that he has built a house upon the Land fit for the accommodation of Travellers, and has resided therein for at least six months.

“ No. 2. Is the Petition of Daniel Huestis, of the Parish of Queensbury, in the County of York, praying a Grant for the erection of an Oat Kiln in said Parish: The Committee cannot recommend a compliance with the prayer of this Petition.

“ No. 3. Is the Petition of Martin Gleason, of Saint James, in the County of Charlotte, praying a Grant of a sum of money to enable him to pay for a Lot of Land he is now living upon, in consequence of Petitioner having been seriously injured and crippled by the bursting of a Gun: The Committee recommend, under the peculiar circumstances of this case, that the sum of £15 be granted, and applied towards the payment of a Grant of the Land the Petitioner is now residing upon.

“ No. 4. Is the Petition of Patrick White, of New Ireland, in the County of Albert, praying assistance to enable him to commence a settlement on the Road leading from said place in the Parish of Harvey to the City of Saint John, being a distance of fifteen miles, at present without a settler: The Committee recommend the sum of £15 be granted to Petitioner, to be applied towards the purchase of one hundred acres of Land at some convenient site on the Road in question; to be paid so soon as it shall be made to appear to His Excellency that the Petitioner has located himself upon the Land, built a house, and resided therein six months.

“ No. 5. Is the Petition from the Members of the Saint John Agricultural Society, praying that a Provincial Board of Agriculture may be established by Legislative enactment, and that funds be placed at the disposal of the Board, for the purpose of introducing an improved mode of Agriculture into this Province: The Committee, after giving this subject their best attention, have prepared a Bill, which, although not exactly in accordance with the prayer of the Petition, expresses the opinion of the Committee thereon, and which is submitted herewith.

“ No. 6. Is the Petition of Patrick M'Glinchey, praying the Bounty for erecting an Oat Mill in the Parish of Prince William, in the County of York: The Committee recommend the prayer of this Petition be complied with, and that the usual Bounty of £25 be granted.

“ No. 7. Is the Petition of John Richards, praying a Grant for the erection of an Oat Mill and Kiln at the Nashwaaksis, in the County of York: The Committee recommend the prayer of this Petition be complied with, and that the usual Bounty of £25 be granted.

“ No. 8. Is the Petition of G. C. Carman and others, praying a Grant to assist Caleb Olive and James Quinton in the erection of an Oat Mill at Manawagonish, in the County of Saint John: The Committee cannot recommend the prayer of this Petition, inasmuch as the owners of this Mill and Kiln will be entitled by Law to the Bounty for such Mill when completed.

“ No. 9. Is the Petition of Henry Scovil and others, inhabitants of Kings' County, praying a Bounty on Grain: The Committee cannot recommend a compliance with the prayer of this Petition.

“ No. 10

“ No. 10. Is the Petition of Hugh M'Monagle, praying a Grant of the sum of £11 15 11, to remunerate him for the expenses which he incurred in paying the Examiners appointed to inspect three Stallions imported by Petitioner into this Province in 1848: The Committee cannot recommend a compliance with the prayer of this Petition, inasmuch as a large Bounty has already been granted to the Petitioner for those Horses. -

“ No. 11. Is the Petition of Charles Wade and others, inhabitants of Loch Lomond and Golden Grove, praying for a Grant to purchase Stock of an improved breed: The Committee cannot recommend a compliance with the prayer of this Petition, inasmuch as this is a subject that should properly come under the cognizance of the County Agricultural Society.

“ Respectfully submitted, and leave asked to make a further Report.

“ J. A. STREET,
L. A. WILMOT,
J. BROWN,
JOSEPH READ,
JOHN EARLE,
W. H. STEVES,
JOHN JORDAN,
JOHN C. VAIL,
DAVID WARK,
W. H. BOTSFORD,
THOS. O. MILES,
CHARLES CONNELL,
A. BARBERIE.

“ *Committee Room, 30th March, 1849.*”

Ordered, That the Report be accepted, and the Committee continued to enable them to report further upon the matters referred for their consideration; and

On motion of Mr. Street; further

Ordered, That such parts of the said Report as recommend the appropriation of monies, be referred to the Committee of Supply.

The Bill, as reported by the Committee, under the Title of—“A Bill for the encouragement of Agriculture,”—was then handed in, and read a first time.

On motion of Mr. Street,

Resolved, That a Select Committee be appointed to take into consideration the necessity of legislating upon the subject of affording relief to persons unfortunate in business in certain cases, and to report thereon by Bill or otherwise.

Ordered, That Mr. Street, the Honorable Mr. Fisher, Mr. Brown, Mr. End, and Mr. Wilson, do compose the said Committee.

On motion of the Honorable Mr. L. A. Wilmot,

The House went into Committee of the whole on a Bill to amend an Act, intituled “An Act for ascertaining the Population of this Province, and for other purposes therein mentioned.”

Mr. Woodward 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 relating to the collection of Duty on Timber and other Lumber.

Mr. Cranney 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

On motion of Mr. Street,

The House went into Committee of the whole on the Report of the Select Committee relative to the Lazaretto on Sheldrake Island, at Miramichi, which was submitted to the House on the ninth day of March instant.

Mr. Ritchie 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*, As the opinion of this Committee, That the Report of the Select Committee upon the subject of the Leper Establishment on Sheldrake Island, and the recommendations therein contained, should be adopted by the House.”

And upon the question for sustaining the Resolution, the Committee divided as follows:—

YEAS.		NAYS.	
The Hon. Mr. Partelow,	Mr. Street,	The Hon. Mr. Speaker,	Mr. Cranney,
Mr. Read,	Barberie,	Mr. Steves,	Connell.
Smith,	J. Earle,	Vail,	
Montgomery,	Woodward,	Hayward,	
Landry,	Thomson,	Miles,	
End,	R. D. Wilmot,	Gilbert,	
Baillie,	Boyd,	M ^c Leod,	
Ansley,	Porter,	Wark,	
Jordan,	Botsford.	Carman,	
Wilson,		Brown,	

Whereupon it was carried in the affirmative.

Ordered, That the Report be accepted, and the Resolution as passed in the Committee adopted by the House, and that the same be referred to the Committee of Supply.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House, that the Council had agreed to
The Bill to facilitate the operations of the York and Carleton Mining Company :
The Bill for the adjustment of certain outstanding Bonds to the Crown : and
The Bill to restrain the holding of Parishes in plurality by the Clergy of the Church of England in this Province ;

Without making any amendments thereto.

And that they had also agreed to

The Bill to incorporate the Saint John Suspension Bridge Company ;

With amendments, to which they desire the concurrence of the Assembly.

And the Council had also concurred in

The Resolutions of Appropriation sent up from the Assembly, dated the nineteenth day of March instant.

And he further informed the House that the Council had passed

A Bill, intituled “ An Act to consolidate and amend the Laws relating to Jurors ;”
To which they desire the concurrence of the Assembly.

The Bill sent down from the Legislative Council was then read a first time.

The amendments made by the Legislative Council to—The Bill to incorporate the Saint John Suspension Bridge Company,—were then severally read a first and second times, and are as follow:—

At A in Section XVIII. expunge the word “ five,” and insert the word “ three.”

At B at the end of the Bill, add three new Sections, as follows:—

“ XXVI. And be it enacted, That any Bridge erected under this Act shall be constructed of iron wire or chains, in all respects of sufficient strength and quality to render it perfectly safe for life and property passing over the same ; which Bridge shall have a side path for foot passengers, of not less than four feet in width, on each side of said Bridge, railed off from the road or carriage-way, with railings outside of not less than five feet in height, and so constructed as to prevent any passengers falling through
said

said railing; and that such Bridge shall not be opened for public conveyance until it shall have been certified to His Excellency the Lieutenant Governor or Administrator of the Government for the time being, by some competent Engineer or Engineers duly appointed by His Excellency the Lieutenant Governor or Administrator of the Government for the time being, that such Bridge is in all respects of sufficient strength and materials for the purpose for which the same is intended.

“XXVII. And be it enacted, That it shall be lawful for His Excellency the Lieutenant Governor or Administrator of the Government for the time being, to appoint a competent Engineer at any time on complaint to him made of any injury or damage to or any defect whatsoever in said Bridge, whereby it may become dangerous or unsafe for passing over the same, to examine the said Bridge; and if, upon a Report by said Engineer, it shall appear that the said Bridge is unsafe in any particular, it shall and may be lawful for His Excellency the Lieutenant Governor or Administrator of the Government for the time being, to cause a Proclamation to be made in the Royal Gazette, prohibiting any intercourse across the said Bridge until the same shall have been repaired, renewed, or strengthened, as the case may be, to the satisfaction of His Excellency the Lieutenant Governor or Administrator of the Government for the time being, when and so often as the case may happen during the continuance of this Act, or any renewal thereof.”

“XXVIII. And be it enacted, That this Act shall not be in force until Her Majesty's Royal assent be thereto had and declared.”

Ordered, That the said Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

On motion of the Honorable Mr. Partelow,

Resolved, That the charge of ten per centum Commission charged by James Ketchum and Thomas Pickard, Commissioners for building the Arestock Bridge, on the amount of Grants towards such service, is inadmissible, and that they amend their Account, by reducing such charge to five per centum Commission, being a difference of £85:

Resolved, That the sum of £50, not drawn from the Treasury of the Grant of £250, to improve the Navigation of the River Saint John at the Maductic Falls, and thence to Woodstock, should not be expended by the Commissioners appointed in 1848; and that the sum of £35 3 11, appearing by the Accounts to be in the hands of the said Commissioners unexpended, should be repaid by them to the Treasury, together with £1 14 2, five per centum Commission charged by them on such amount in their hands:

Resolved, That the sum of £80, not drawn from the Treasury, of the Grant of last Session of £250, towards further improving the Navigation of the River Saint John, between the Great Falls and Tobique, should not be expended by the Commissioners appointed in 1848; and that the sum of £31 10 11, in the hands of such Commissioners, together with the proceeds of securities in their hands to the amount of £25 12 6, for provisions procured and unexpended, should be repaid by them into the Treasury; and

On like motion of the Honorable Mr. Partelow,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause the said respective Commissioners to pay over the amounts as particularized, and that the Treasurer be instructed to withhold the payment of the sums so not drawn.

Ordered, That Mr. Taylor, Mr. J. Earle, and Mr. Hayward, be a Committee to wait upon His Excellency with the Address.

On motion of Mr. Ritchie,

The House went into Committee of the whole on the Report of the Select Committee on Public Printing, which was submitted to the House on the twenty third day of March instant.

Mr. Baillie 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 made progress therein, and he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave to sit again granted.

On

On motion of Mr. Ritchie,

Ordered, That the House do on Monday next, being the second day of April, resolve itself into Committee of the whole, and resume the further consideration of Supplies to be granted for the Public Service.

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

Saturday, 31st March, 1849.

Prayers.

Read a second time—

A Bill for the encouragement of Agriculture : and

A Bill sent down from the Legislative Council, intituled “ An Act to consolidate and amend the Laws relating to Jurors.”

Read a third time as engrossed,

A Bill to amend an Act, intituled “ An Act for ascertaining the Population of this Province, and for other purposes therein mentioned.”

Resolved, That the Bill do pass.

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

According to the Order of the Day, the amendments made by the Legislative Council to—The Bill to incorporate the Saint John Suspension Bridge Company,—were read a third time.

Resolved, That the House do concur therein.

Ordered, That Mr. R. D. Wilmot return the Bill, with the amendments, to the Council, and acquaint them therewith.

On motion of Mr. Street,

Resolved, That in pursuance of the Order of yesterday, the Bill sent down from the Legislative Council, intituled “ An Act to repeal the several Acts of Assembly relating to Bankruptcy in this Province,” be now read a third time.

And upon the question, the House divided—

YEAS 19.

NAYS 15.

Whereupon it was carried in the affirmative, and the Bill accordingly read a third time.

The question was then put from the Chair, that the Bill be now agreed to.

Whereupon the House again divided—

YEAS 17.

NAYS 13.

And this was also carried in the affirmative.

Resolved, thereupon, That the House do agree to the said Bill ; and

Ordered, That Mr. Street return the Bill to the Council, and acquaint them therewith.

On motion of Mr. Brown,

The House went into Committee of the whole on a Bill in addition to and in amendment of an Act to repeal all the Acts regulating Tavern Keepers and Retailers, and to make other provisions in lieu thereof.

Mr. Woodward 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, it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed for three months.

The Honorable Mr. Hanington, from the Committee appointed on the thirty first day of January last, to take under consideration all claims arising from expenditures made and services performed during the past year, towards the support and relief of sick and indigent Emigrants, 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

" The Select Committee to whom were referred the several Petitions praying to be reimbursed expenses incurred in support of sick and distressed Emigrant Poor during the year 1848, having had before them the following Petitions, beg leave to Report—

" No. 1. The Petition of the Overseers of the Poor for the Parish of Alnwick, County of Northumberland, for expenses incurred by them in support of one Emigrant, amounting to £39 8s.: The person relieved appears to have been found badly frozen, in a desolate place, and was taken charge of by Petitioners: The time he arrived in the Province is not stated: Your Committee recommend £20 in full for this claim.

" No. 2. The Petition of the Overseers of the Poor for the Parish of Harvey, County of Albert, for expenses incurred in support of one transient Emigrant Pauper, amounting to £50; £30 of which is for Medical aid: It appears that the person relieved was found in New Ireland woods, severely frozen, and was taken care of by Petitioners: The amputation of both legs was necessary to save his life, which caused the expense: It is not stated whether the Emigrant arrived within the year: Your Committee recommend £25 in full for this claim.

" No. 3. The Petition of W. C. M'Stay, M. D., of Saint Andrews, for services rendered sick and distressed Emigrants: He charges 30s. per diem for eighty two days, £123; the Account is certified by the Sessions; the number of Emigrants attended not stated; the Stations were, Quarantine Islands and O'Neal's Farm: Balance claimed is £73, which your Committee recommend to be paid.

" No. 4. The Petition of S. T. Gove, M. D., of Saint Andrews, for services rendered sixty sick and distressed Emigrants per ship Star, amounting to £25; which sum your Committee recommend to be paid.

" No. 5. The Petition of Hugh Caie, of Shippegan, for advances made to Emigrants per Eliza Liddel in 1847, amounting to £14 2 6, including £8 for his services in attending and collecting necessaries, &c.; also an Account of £7 11 4 advanced to some Emigrants during the Winter of 1848: There being nothing to shew any authority for his advances, your Committee cannot recommend these claims.

" No. 6. The Petition of John Donovan, of Shippegan, for his services and advances to distressed Emigrants per Eliza Liddel, from December 1847 to March 1848, amounting to £27 6s.: This appears to have been rendered by direction of the proper authorities, and your Committee recommend the same to be paid.

" No. 7. The Petition of J. N. Murphy, M. D., of Sackville, for Medical aid and attention on eighteen sick and distressed Emigrants per barque Princess from Cork, via Boston, in May 1848, amounting to £86 12s.; £20 of which he was paid by Warrant on the Treasury: Your Committee recommend that the further sum of £15 be paid in full for his services.

" No. 8. The Petition of C. R. Hatheway for services in taking care of distressed Emigrants in 1847, as one of the Committee of Sessions appointed by the Justices of the Peace of the County of Charlotte for that purpose: Your Committee are of opinion, that those services are usually performed gratuitously by the Sessions.

" No. 9. The Petition of the Overseers of the Poor for the Parish of Bathurst, County of Gloucester, for expenses incurred by them in the relief of one Emigrant family, amounting to £22 15s., of which sum, £16 was expended in forwarding them to Saint John, N. B.: The Emigrant appears to have arrived within the year; the charge for passages are considered excessive, and recommend £20 in full for this claim.

" No. 10. The Petition of Michael Samuel and fifteen others, Merchants and Labourers of the Town of Chatham, praying balances due them for services rendered sick Emigrants, by authority of the Committee of Sessions of the County of Northumberland in 1847: It appears that the Petitioners were employed, &c. by the Committee of Sessions appointed to attend to the distressed Emigrants, but the Sessions made reductions in the Accounts of the Committee, of which the Petitioners complain: The amount allowed by the audit of the Sessions has been paid by a Grant of the Legislature in 1848, and your Committee cannot recommend that it should be again considered by the House.

" No. 11. The Petition of Johnston and Mackie, Merchants, of the County of Northumberland, for advances made by them to the Committee of Sessions in 1847: Similar to Petition No. 10.

" No. 12

“ No. 12. The Petition of J. T. Williston and W. Letson, Esquires, Committee of Sessions, of the County of Northumberland, praying investigation into the claims deducted from their Accounts of expenditure for Emigrants in 1847, by the Sessions, and that such deductions may be made up to them: Petition No. 10 applies to the above.

“ No. 13. The Petition of George J. Harding, M. D., resident Health Officer at Partridge Island, for remuneration for his services in that capacity for the year 1848: Your Committee are of opinion that the fees derived by him as Health Officer, should be sufficient.

“ No. 14. The Petition of Thomas M'Avity, of Saint John, for remuneration for services rendered distressed Emigrants during the year 1848: The Petitioner stated that he was employed in superintending Emigrants at Partridge Island, from the month of May to November, 1848, by direction of the authorities: Your Committee recommend that £50 be granted him.

“ No. 15. The Petition of the Overseers of the Poor of the Parish of Moncton, County of Westmorland, for amount of expenses incurred by them in support of a sick and distressed Emigrant in 1848, amounting to £8 4 7: The Emigrant appears to have come by way of Saint John; the time of his arrival within the Province is not stated; the Account is attested to: The Committee recommend that the sum of £8 4s. 7d. be paid.

“ No. 16. The Petition of John Thomson, M. D., of Newcastle, in the County of Northumberland, complaining that a deduction had been made by the Sessions from his Account for Medical aid and attendance on sick Emigrants in 1847: The amount allowed by the Sessions was 50s. per diem, which was paid; the deduction amounts to £91: The remarks on Petition No. 10 apply to this case.

“ No. 17. The Petition of J. W. Street, of Saint Andrews, for services rendered sick and destitute Emigrants in 1847: This case is similar to Petition No. 8.

“ No. 18. The Petition of the President and Directors of the Quebec Rail Road Company, for expenses incurred by them in support of sick and distressed Emigrants in 1848, amounting to £64 13s.: It appears by the Accounts that the expenses were incurred in relieving the families of persons then in the employment of the said Company: Your Committee feel the propriety of submitting the question of paying the amount to the decision of the House.

“ No. 19. The Petition of the Commissioners of the Alms House and Work House for the City and County of Saint John, for expenses incurred by them in support of sick and distressed Emigrants, amounting to £852 6 3: The Account is particularly stated; the charge is 3s. 6d. per week; the Account has been audited; and the Committee recommend the above amount to be paid.

“ No. 20. The Petition of the Overseers of the Poor for the Parish of Harvey, County of Albert, for aid to relieve present distress by reason of depression of Trade and failure of Crops: It does not appear that the persons in distress are Emigrants; and your Committee have no funds at their disposal except those derived from Immigrants.

“ Respectfully submitted.

“ D. HANINGTON,
I. WOODWARD,
JAMES BOYD,
JAMES TAYLOR.

“ *Committee Room, 30th March, 1849.*”

Ordered, That the Report be accepted; and
On motion of the Honorable Mr. Hanington; further

Ordered, That so much of the said Report as recommends the appropriation of monies, be referred to the Committee of Supply.

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

Various Documents in addition to those communicated on the twenty seventh instant, in reference to the increase of the Salary of the Honorable Thomas Baillie, Surveyor General.

These Documents being read at the Clerk's Table, are as follow:—

SALARY TO SURVEYOR GENERAL.

Fredericton, 28th March, 1849.

SIR.—Agreeably to the intimation contained in your Letter of 26th instant, I that day called at your office and inquired for certain other Documents which I did not find prepared to be laid before the House of Assembly. These papers could not be found; I have, therefore, caused a copy of them to be prepared, which I request may be laid before the Assembly, in order to a right understanding of the question.

These Documents are: 1st—A Letter to His Excellency Sir Wm. M. G. Colebrooke, dated 20th January, 1846; 2nd—An Address to the same, and the Honorable the Executive Council, dated 27th July, 1847; 3rd—A Letter to His Excellency Sir Edmund W. Head, Bart., dated 30th December, 1848.

I have the honor to be, Sir,
Your most obedient servant,

THOS. BAILLIE., S. G.

The Honorable J. R. Partelow, &c. &c. &c.

(Copy)

Fredericton, 20th January, 1846.

MAY IT PLEASE YOUR EXCELLENCY,

My object in addressing Your Excellency on the 4th and 5th of December last, as I then stated, was to obtain a copy of Lord Stanley's Despatch to Your Excellency, containing the expression of his views upon my case, together with copies of any other Despatches received by Your Excellency from either Lord John Russell or Lord Stanley with regard to my Salary, in order that I might clearly understand the ground upon which Lord Stanley had formed his judgment upon my case, for I feel confident that the whole facts have never been brought fully to His Lordship's notice.

Had I received a copy of Lord Stanley's Despatch of the 25th January, 1843, when it arrived in this Province, I never should have forwarded the Memorial I addressed to His Lordship of June 1843, and as this is the only document which Your Excellency feels at liberty to communicate to me, I am ignorant of the reasons which induced His Lordship to form the conclusion contained in that Despatch, though I feel convinced that when His Lordship wrote that Despatch he was under a misapprehension of all the facts of the case, and therefore I am induced once more to trouble Your Excellency, trusting that the growing wants of a young and helpless family will be a sufficient excuse for the importunity of an old and faithful servant of the Crown.

If I can satisfy Her Majesty's Government that I am entitled to an arrear of Salary from the 1st April, 1839, to 22d January, 1840, when I conditionally resigned office, amounting to the sum of £663 16 1 Currency, being the difference between £1,200 Currency, the amount I received, and the sum of £1,750 Sterling, the amount charged upon the Civil List for my Salary; and also that since the 6th of August, 1841, the date of my reinstatement in office, there is due to me an arrear of Salary at the rate of the difference between £1,200 Currency, and £1,200 Sterling, which difference is to be continued during my tenure of office, I am sure that Her Majesty will most cheerfully order the payment of that amount to me from the Surplus of the Civil List Fund in New Brunswick, upon which it is expressly charged by the terms of the compact made between Her Majesty's Government and the Legislature of New Brunswick.

Your Excellency must be fully sensible of the difficulty under which I labour in discussing this subject, being ignorant of Lord Stanley's views upon my case or of the grounds of his decision, which I suppose are contained in documents to which Your Excellency does not feel authorized to give me access.

Confident in the justice of my claim, and that I shall finally prevail in obtaining the arrears of Salary due me, I can only draw your attention to Lord Stanley's Despatch of the 3d August, 1843, in answer to my last Memorial, in which he directs Your Excellency to inform me that he does not find any thing in that statement which alters the views he had already expressed upon it. What these are, I am uninformed, for the reasons I have already stated. If His Lordship referred to the terms of his Despatch of 25th January, 1843, which I have only lately for the first time seen, it being furnished to me on 6th of December last, then I am prepared to shew that His Lordship has been misinformed in supposing that Sir John Harvey ever made any arrangement with me with regard to my Salary, or ever settled the amount; the terms of His Lordship's Despatch of 25th January, 1843, to which I refer, are as follows:—

“ Having examined the correspondence relative to Mr. Baillie's case, I must acknowledge that this claim appears to me to be involved in the same doubt and uncertainty which characterises every part of the proceedings. But on the whole, I think it safer to fall back upon the amount which had been settled by Sir J. Harvey, for the Salary of Mr. Baillie's office during his tenure of it, and restrict the issue to Currency.”

In 1837 and 1838, there was considerable correspondence between Her Majesty's Government and myself, relative to the reduction of my Salary. It was asserted by the Lieutenant Governor, that as my official duties had been lessened, my Salary should be reduced; to which I objected, urging that no real diminution of official duty had taken place. Whilst I never called in question the undoubted right of Her Majesty to remunerate Her servants in the way best calculated to promote the efficiency of the Public Service, I confidently submitted to Her sense of justice that my Salary had been fixed upon such principles of honor and good faith that it would be unjust to make the reduction suggested by the Local Governor of New Brunswick.

The

The Despatch of the then Colonial Secretary to Sir John Harvey, hereafter referred to, also proves that Lord Glenelg would not consent to alter the amount upon any slight reason, as he proposed, previously to a final decision, to consider the action had by the Executive Council upon my hearing before them on the 7th of May, 1838.

A Report however of a Committee of the Executive Council had been previously made, before I had been heard before that body, recommending a reduction of a number of the Clerks of the Office, and of my Salary to the sum of £1,200 Currency, which was approved of and directed to be carried into effect by Lord Glenelg's Despatches of 10th January, and 8th February, 1838, on the ground that a change had been introduced materially affecting the responsibility and duty of my office.

Not having had an opportunity of being heard before the Lieutenant Governor in Council, I protested against the whole proceeding, and prayed to be heard before that Body. This was considered by Sir J. Harvey very fair, and he recommended in his Despatch to Lord Glenelg, that the proposed reduction should not be carried into effect until after I had been heard before His Excellency in Council, which was fixed for the 7th May, 1838. This appeared to His Lordship so just and reasonable, that he expressed his approval of the same in his Despatch of 27th May, 1838, to Sir J. Harvey, in these words:—"I have received your Despatch of 12th April, No. 32, proposing the postponement of any final measures respecting the emoluments of Mr. Baillie, and the establishment of his office, until after he shall have had an opportunity of being heard before the Executive Council of New Brunswick. I entirely concur in this proposition, and I shall be prepared to give my most careful attention to the results of the inquiry, which you state to have been fixed for the 7th instant."

On the 7th of May, 1838, I therefore appeared before His Excellency in Council, and then and there made out such a case, that the Council could not agree, and no Minute of that Board was ever made on the subject; and so far from the office establishment being reduced, it was at a subsequent period greatly increased; and it appears to me incontrovertible, that if the Council could not agree upon any recommendation for a reduction of my Salary, the opinion of at least the majority must have been in favour of my claim, and of the amount as it then stood, and Lord Glenelg was, therefore, never called upon to give his judgment in favour of the reduction which I have been compelled to sustain. Things remained in this state until March 1839, (I having in the mean time offered to resign my office upon a certain retired allowance being granted to me,) when a resolution of a majority of the Assembly, (uninformed as they were upon the merits of the case, for had the whole facts of the case been before them I am sure the resolution never would have passed,) addressed Sir J. Harvey, praying him to carry out the intention of Lord Glenelg's Despatch of January 1838, and entirely overlooking His Lordship's subsequent Despatch of May 27, 1838, in which His Lordship declared that no reduction should be made. The following is a copy of Sir J. Harvey's reply to the Address of the House:—"With regard to the office of Surveyor General, the amount of that Officer's Salary is also under the consideration of Her Majesty's Government; in the mean time the wishes of the House shall be carried into effect to the extent recommended by Her Majesty's Executive Council;" by which it is very evident that no decision on the subject had been made by Her Majesty's Government, but that it was then under their consideration; and yet, notwithstanding the obvious intention of the Secretary of State, His Excellency refused to issue to me any sum exceeding £300 Currency per Quarter, which I declined receiving; but accepted on account £290 for the first Quarter, from 1st April to 1st July, and £299 for each of the other Quarters to the close of the year, thereby admitting on both sides that it was an open question. I have since then received the £12 so left unpaid, but in such a manner as not to prejudice my claim to the balance. On the 22d of January following, I did, on the recommendation of Sir J. Harvey, resign my office, conditioned for the payment to me for life of a certain retired allowance. Before I proceed to narrate the events subsequent to my conditional resignation of office, I most respectfully submit that Sir J. Harvey had not the power to settle or fix the amount of my Salary, nor did he attempt to settle it under the impression that he was thus empowered. All the salaries chargeable upon the Civil List had been fixed by Her Majesty's Government, and there is nothing in any part of the correspondence, in relation to that subject, to evince an intention on the part of Her Majesty to delegate that power to the Lieutenant Governor, without which he had no right to act; indeed, that Her Majesty reserved to herself the sole right of dealing with my case is apparent from Lord Glenelg's Despatches already referred to. The Despatch of the 6th February, 1838, thus concludes—"I have been anxious to do all in my power to bring this protracted and painful discussion to a close, and to take on myself a responsibility which under all the circumstances of the case it would have been unjust to devolve upon you."

From these Despatches, it is clear that Sir J. Harvey had no power to adjudicate upon my case. He could suggest and recommend, but the decision was with Her Majesty alone, and Her confidential advisers considered it unjust to transfer the responsibility to Sir J. Harvey—his duty being merely ministerial, for until Her Majesty determined, he was legally incompetent to fetter her discretion, or to bind me. Lord Glenelg expressly states, that he would postpone any final measures until I could be heard before the Executive Council, and that he would give his attention to the results of that inquiry. It is evident that His Lordship intended to decide upon my case upon the facts and proceedings of the Council held on 7th May, 1838. Were it otherwise, the consequence would be that, notwithstanding Lord Glenelg's assurance that he would not interfere with the Salaries of any of the Officers chargeable upon the Civil List, at the time of the surrender of the Crown Revenue to the Legislature during their tenure of office, a minority of the Executive Council of New Brunswick would thus actually exercise the right of reduction; and it is also perfectly clear, that Sir J. Harvey did not settle the amount of my Salary, for he was very desirous to give me the largest sum that I proposed.

proposed, to settle the question, which, together with the full proof of the fact that he did not definitively settle, or suppose that he had settled any amount of Salary, will appear from various Letters addressed to me by Sir J. Harvey, and now in my possession, extracts of which I insert here.

Extract from Sir J. Harvey's Letter to me of 5th May, 1839:—

“ That you ought therefore to be subject to *some* reduction ; that in considering the amount of that reduction I had taken into my consideration the peculiar circumstances connected with your appointment ; finally I expressed my opinion that your official Salary should be reduced by *one seventh*, viz. from £1,750 to £1,500 Sterling, of which I proposed that £1,200 should be paid by the Province, and the remaining £300 from funds at the disposal of the Imperial Government ; * * * and lastly, for having converted the £1,200 which the Province had agreed to pay into Sterling from Currency.”

Here then is Sir J. Harvey's own assurance that £1,200 Sterling was the minimum I was to receive, and that the Province *had agreed to pay it* ; and this Letter is dated subsequent to the Address of the House.

The following is an extract from Sir J. Harvey's Letter to me of 4th July, 1839, respecting the issue of my Salary :—

“ I have done *all that has been in my power* to evince my desire to meet your wishes upon the question at issue ; but it is one, *the decision of which does not rest with me* ; one upon which I can do no more than offer recommendations and suggestions, both of which you are well aware I have already done, as forcibly as I could. To them an answer must be received ere long. It thus in reality becomes a question of the issue to you of only a single Quarter's Salary.”

I might add, that these extracts prove that Lord Glenelg's assurance was only just to the incumbents, for if their Salaries were to be subject to revision in the Province, with what security could an Officer, in the Mother Country especially, accept office in the Province, or upon what grounds could he form his establishment, or hope to provide for his children.

I think, Sir, that I have thus far proved my case most incontrovertibly, and have made my claim to the sum of £663 16 1 Currency, arrears, improperly withheld by the Executive of this Province, evident upon every principle of honor, justice, and good faith, and I have conclusively shewn that Sir John Harvey had no right to settle my Salary,—that Sir John Harvey did not pretend to exercise any such right, and that, had he been empowered, he would have fixed it at the rate I expressed a willingness to accept, namely £1,500 Sterling.

With regard to the rate of Salary, I beg to call Your Excellency's recollection to the fact, that on your arrival in the Province you found me out of office, having resigned the same upon condition of receiving a retired allowance, which, however, was refused by the Assembly. It therefore remained for the Government, as an act of justice, to restore me to the office I had so conditionally resigned ; and in order to avoid any difficulty or misunderstanding in that respect, my Brother addressed the following Letter to Lord J. Russell :—

“ No. 2, Parliament Street, 3d March, 1841.

“ MY LORD,—With reference to the Letter which I had recently the honor to address to Your Lordship, relative to the case of Mr. T. Baillie, I beg leave to state, that in the event of Your Lordship deciding to reinstate him in his office, I will, with the view of preventing any further reference to Your Lordship, or of embarrassment to Sir William Colebrooke, earnestly recommend my brother to accept the Salary offered to him of £1,200 Sterling per annum, and I feel confident he will be guided by my advice on this subject.

(Signed)

G. BAILLIE.”

Six days after, namely, on the 9th of March, 1841, Lord J. Russell addressed a Letter to Your Excellency, from which the following is an extract :—

“ The matter has at length resolved itself into the following issue—Mr. Baillie maintains that he is entitled, either to be restored to his office, or to receive a retired allowance on the abandonment of it. That allowance he would fix at not less than £750 per annum. If he be restored to office he would, as I now understand, claim a Salary not exceeding £1,200 per annum.”

Your Excellency carried out these instructions, by causing the following Letter to be addressed to me :—

“ Fredericton, N. B., August 6, 1841.

“ SIR,—The correspondence which has passed, relative to the conditional resignation of your office of Surveyor General and Commissioner of Crown Lands, having been under the consideration of Lord J. Russell, I am directed by the Lieutenant Governor to inform you that he has recently received a Despatch from His Lordship on the subject, and as he cannot authorize the payment to you of any further sums on account of your Pension, and is unwilling that you should be deprived of your subsistence, pending the trial of an action not involving any imputation on your personal integrity. His Lordship considered, that failing the Pension you should be restored to the office you had conditionally resigned.

“ In fulfilment of His Lordship's instructions, I am therefore to inform you, that until a provision may be granted to you, as stipulated on your retirement, you are to consider yourself as reinstated in the appointment of Surveyor General and Commissioner of Crown Lands.

“ The

“ The proceedings which have been instituted in the Courts at your own request have involved, however, the necessity of researches amongst the Records of the Department by the functionaries in it, which would render your resumption of the charge of it, at the present moment, impracticable ; and in communicating to you the enclosed copy of the application which the Lieutenant Governor received in the last month from the Attorney General, he anticipates that you would yourself be reluctant to be placed in a situation so calculated to expose you to an imputation on your motives. Until the issue of the proceedings His Excellency has accordingly decided to grant you a moiety of your Salary, reserving the other moiety for the remuneration of the Officer in charge of the Department, and the Lieutenant Governor instructs me to inform you that he proposes to bring the subject of your superannuation under the consideration of the Assembly at the next Session of the Legislature.

(Signed)

A. READE.”

Thus, then, it appears, that in fulfilment of His Lordship's instructions, I was reinstated in the office I had conditionally resigned, and it only remains to be seen what were His Lordship's views with regard to the amount of Salary. By reference to His Lordship's Despatch he says, “ if he be restored to office, he would, as I now understand, claim a Salary not exceeding £1,200 per annum.” Did His Lordship mean Sterling or Currency ? evidently Sterling, because he states that he “ now understands.” How does he understand it ? certainly by my brother's Letter, which was then before him, and as certainly in no other way. But if this requires further confirmation, I would refer to His Lordship's former Letter of 21st January, 1840, for explanation of his meaning in speaking of the rate of retired allowance to which I was entitled, and there His Lordship expressly mentions “ £750 Sterling.” The same meaning, therefore, as applied to the context would certainly apply to the text, and leave it but too evident that Sterling was intended ; such a course was only consistent with the mode of paying the Officers chargeable on the Civil List, the Salaries of all of whom were payable in Sterling.

But to adduce evidence of what Your Excellency's own impression was at the time, I beg leave to recall to your memory, that a few days after the receipt by me of Mr. Reade's Letter of 6th of August, I was desired to call at Government House, when I found Your Excellency just prepared to make a tour of the Province. Before going, however, you informed me that you would issue to me the past Quarter's half Salary. I thanked Your Excellency, but stated that as the Prosecution was going on, I was desirous of leaving a sum in the hands of the Receiver General to liquidate any Law expenses, but that I would then, if you pleased, take only £150 Currency, *on account*, which would leave a balance of about £23 due to me on each Quarter. This arrangement Your Excellency kindly assented to, and yourself altered the Warrant on the Receiver General, which you then had with you, making it a payment *on account* only, of which the following is an extract :—“ You are hereby authorized and directed to pay to the Honorable Thomas Baillie or order the sum of one hundred and fifty pounds, *on account*, from the Civil List Fund, and for so doing this shall be your Warrant ;”—and the Warrant referred to is now on file in the office of the Auditor General.

By this it is very evident that a *balance* was due to me on that transaction ; and I do indulge the hope that Your Excellency will recollect the whole of the facts I have here recapitulated, but if not, I beg most solemnly to assure you of their truth, as being of great consequence to me, they were deeply impressed upon my memory.

That Your Excellency was subsequently under the impression that I was not only entitled to, but had actually received a larger sum than £600 Currency a year, the provisional retired allowance granted by Sir J. Harvey, is evident from the expression contained in Mr. Reade's Letter to me of 8th April, 1842, in reply to mine of 6th of the same month, in which I complained of being kept out of the actual possession and control of my office. The following is the extract alluded to :—“ The arrangement made in pursuance of Lord J. Russell's instructions to the Lieutenant Governor in His Lordship's Despatch No. —, dated 9th March, 1841, having also been reported to the Secretary of State, His Excellency regrets that he feels himself precluded, without further instructions, from disturbing that arrangement under existing circumstances. * * * * * Meanwhile the moiety of the Salary which has been paid you, *has exceeded the amount* of Pension which was provisionally assigned you by the Lieutenant Governor's Predecessor on your retirement.” This arose no doubt from Your Excellency forgetting the request I had made of leaving a sum in the hands of the Receiver General, and believing that I had received the whole amount to which I was entitled. I am unable to believe for a moment, that because I was anxious to accumulate in the hands of the Receiver General a sum sufficient to pay my Solicitor his Bill of Costs in defending an action, which, had it gone before the Public Courts, would doubtless have resulted in a verdict for a heavy balance in my favour, that therefore such confidence in the Government shall, at a subsequent period, be used against me, with a view to disturb the arrangement made by my brother with the Secretary of State, and to which I consider myself in honor bound, and to which I have a right equally to bind the Government.

I humbly conceive that I have made it apparent that I was reinstated by Your Excellency on 6th August, 1841, upon the conditions contained in Lord J. Russell's Despatch of 9th March, 1841, founded upon my brother's Letter to His Lordship of the 6th of the same month. To this arrangement I consider I have a just right, and I respectfully but confidently claim the same from Her Majesty's Government.

I have narrated with some prolixity the circumstances connected with my retirement from, and reinstatement to office, and of my claim for arrears of Salary. The principal facts I have stated are contained in public documents in Your Excellency's possession, to which I respectfully refer.

In again craving Your Excellency's attention to my case, do not for an instant suppose that I wish in the slightest degree to call in question the undoubted prerogative of the Crown to fix the Salaries of the Officers of the Government: but in the instructions to the Canada Commissioners in 1835, the Public Officers discover this cheering protection—"It is almost superfluous to say, that any violation of the pledged faith of the Crown cannot, in the prospect of any advantage whatever, be admitted even as the subject of debate. * * * His Majesty will not consent to abandon the cause of any claimant whose title may rest upon a legal foundation." Strengthened by this assurance, I now submit this claim for the remnant of what I conceive rests on a legal foundation, and will not therefore be denied me, nor will my cause be abandoned by my Sovereign. I regret the necessity of thus addressing Your Excellency, but did I fail to bring forward my just claims, I should feel myself guilty of neglecting the sacred duty of a Father.

That I left my home, my country, my family and my property, to accept office in this Province, upon a well defined understanding of the emoluments I was to receive, cannot for a moment be questioned, having been admitted by every Secretary of State, and guaranteed to me during my tenure of office by the authority of the Imperial Parliament, in an estimate laid before that High Estate of the Realm in 1833; and in offering now to submit to a reduction of £632 4 4 Currency per annum, out of the emoluments so granted to me, I am doing all that can be expected from me. This is according to the arrangement made when I was reinstated. By this I should receive £1,200 Sterling, equal to £1,384 12s. Currency a year, instead of £1,750 Sterling, equal to £2,016 16 4 Currency, as borne upon the Civil List, and sanctioned as it has been by so many pledges of Her Majesty's Government.

It is a hard thing, after upwards of thirty years public service, that I should now feel myself compelled thus importunately to seek for justice; but should Your Excellency not feel yourself authorized, with all these facts before you, to grant what I claim, I have to request that you will forward this appeal to the Right Honorable the Secretary of State, for the decision of Her Majesty's Government.

I have, &c.

(Signed)

THOS. BAILLIE.

May it please Your Excellency and the Honorable the Members of Her Majesty's Executive Council of New Brunswick.

I have the honor herewith to submit for your consideration my claims for certain monies due to me upon arrangements entered into with me by Her Majesty's Government, and in order to render the same more perspicuous, I have divided them into four classes or items, viz:—

1st—The difference between the Salary assured to me by Her Majesty's Government when my fees were commuted, namely £1,750 Sterling, equal in Dollars at 4s. 4d. each to £2,019 4 4 Currency, and the sum actually paid to me from the time when His Excellency Sir John Harvey, in accordance with the desire of the House of Assembly, directed a reduction of my Salary, until the time when I conditionally resigned my office.

2nd—The difference between half the foregoing rate of Salary (£1,009 12 2) and the sum actually paid to me from the time of my conditional resignation until I was ordered by the Secretary of State to be again restored to my office.

3rd—The difference between the amount actually paid to me and half of the annual Salary as then granted by Her Majesty's Government, (£1,200 Sterling,) from the time that I was ordered to be reinstated until I was put fully in possession of my office.

4th—The difference between £1,200 Currency actually received, and £1,200 Sterling, my proper Salary, from the time of my resumption of office until the present period.

The first item, then, of my claim, consists in the difference between my original Salary, as compounded for with me by Sir George Murray in 1830, and assured to me by Lord Glenelg on the settlement of the Civil List of this Province in 1836-7, and the sum of £1,200 Currency per annum from the 1st day of April, 1839, when the reduction was first made, till the 22nd day of January, 1840, when I tendered a conditional resignation of my office.

It will of course be unnecessary to adduce any proof to shew that my rate of Salary between 1830 and 1836 was £1,750 Sterling or £2,019 4 4 Currency per annum, as Your Excellency and Honors can at once discover, by reference to the Record of Warrants issued during that period, that I received £501 16 1 Currency per Quarter.

The proof that such rate of Salary was reserved for me upon the Civil List by Lord Glenelg, appears in his Despatch of the 31st August, 1836, from which the following is an extract:—

"The following are the services to which, in the event of a Civil List being granted, it is intended in the first place to apply this sum—

Lieutenant Governor,	...	...	...	...	...	£3,500 0 0
* * *	*	*	*	*	*	
Commissioner of Crown Lands,	...	...	...	...	...	£1,750 0 0"
* * *	*	*	*	*	*	

That the rate of Salary thus stated was designed to be preserved entire while I remained in office, appears by the following extract from a subsequent Despatch of His Lordship's, dated 5th September, 1836:—

"It is of course understood, that during the tenure of the present Officers, their existing emoluments shall be preserved to them." In

In 1838, after the Civil List Act was passed, a Committee of the Executive Council recommended that my Salary should be reduced to £1,200 Currency per annum, because by a new arrangement of the duties of my office, then recently introduced by the Executive, it was assumed that my official labour had been materially diminished, and my pecuniary responsibility wholly removed; the latter, by causing all monies for the Casual Revenue to be paid at once to the Receiver General, instead of paying them into my office in the first place, as had been the practice from the time of my appointment until the time of the arrangement in question.

Against this proposal I respectfully protested, and solicited permission to appear before the Lieutenant Governor in Council, to shew that the deduction ought not to be made.

My request was granted, and Lord Glenelg, who had previously seemed inclined to sanction the reduction spoken of, approved of the recommendation of Sir John Harvey, to postpone any action upon the Report of the Council until after I should have been heard in my defence.

I did accordingly appear before that Honorable Body, when the question was fully examined; *but no order was then or at any subsequent period made upon the subject, as will appear by the Records of the Council.*

It is not my purpose, at present, to enter into any prolonged argument to shew the fallacy of the reasons which appear to have induced the Committee of Council to recommend such an extraordinary reduction of my Salary; they were evidently incorrect, and were so proved by me before the Lieutenant Governor in Council.

The labour in my office was not diminished, but increased, by the arrangement ordered in Council; and admitting for a moment that I may have been relieved from a pecuniary responsibility by the payment of monies direct to the Receiver General, yet the sum proposed to be deducted from my Salary far exceeded the utmost possible loss that I could have sustained by a continuance of the former practice.

It may indeed be fairly presumed that the danger of loss could not be greater to me, by the receipt of public monies than it is at present to the Receiver General, and I have not learned that he has sustained any loss whatever during the ten years that he has been receiving the public monies formerly passing through my office.

After receiving Sir John Harvey's Despatch, wherein he advises the delay of any final action upon the question of Salary, &c., His Lordship writes thus on the 27th May, 1838:—

"I have received your Despatch of the 12th April, No. 22, proposing the postponement of any final measures, respecting the emoluments of Mr. Baillie, and the establishment of his office, until after he shall have had an opportunity of being heard before the Executive Council of New Brunswick.

"I entirely concur in this proposition, and I shall be prepared to give my most careful attention to the results of the inquiry which you state has been fixed for the 7th instant."

It will be manifest from the foregoing Despatch, that Lord Glenelg had not given nor intended to give to Sir John Harvey any power of reducing my Salary, but promises to give his own most careful attention to the results of that inquiry which was then being made.

It is also evident that no diminution of my Salary had at that time been finally ordered by Her Majesty's Government; for the *final measures* are distinctly made dependant upon that inquiry, which being communicated to His Lordship, he would then be prepared to give the subject his careful attention, and then, of course, to signify the final decision of Her Majesty's Government.

If any such final decision has been made known, I have not been made acquainted with the fact.

In the absence, therefore, of any sanction by the Secretary of State, it cannot, I conceive, be denied that no action could be justly or legally taken by the Provincial Government, upon a mere recommendation of a Committee of Council, and upon this point I shall hereafter offer a few remarks.

On the 15th March, 1839, a Resolution was passed in the House of Assembly, and an Address thereon prepared to His Excellency the Lieutenant Governor, praying "that His Excellency would carry into effect the reduction of the Salary of the Surveyor General, as contemplated in the Despatch of Lord Glenelg of 8th February, 1838."

His Excellency thus replies to the Address:—

"With regard to the Salary of the Surveyor General, the amount of that Officer's Salary is also under the consideration of Her Majesty's Government. In the mean time the wishes of the House shall be carried into effect, to the extent recommended by Her Majesty's Executive Council."

Here again is a distinct admission by Sir John Harvey that the question relating to my Salary was still undecided; was yet "under the consideration of Her Majesty's Government." But it seems indeed superfluous to recur again to this topic, for it must be evident that His Excellency would not, from March 1838 to March 1839, have continued to issue to me £504 16 1 per quarter, if the Colonial Secretary had directed or sanctioned the payment of a lower rate of Salary.

I beg, however, to remark upon His Excellency's reply, that so long as the final adjustment of my Salary was a subject under consideration by Her Majesty's Government, it was manifestly improper to anticipate the decision; the more especially so, as the Executive Council, after hearing my statements and evidence, by declining to record their opinion upon those statements, &c. did not afford to the Secretary of State such information as would enable him to give to the question that "careful attention" which in his Despatch he proposes to give to the results of the inquiry before Council.

I believe it indeed to be almost unnecessary to remind Your Excellency and Honors, that to the Imperial Government alone belongs the power of reviewing and revising the Salaries of Her Majesty's Officers who are borne upon the Civil List of this Province.

I apprehend that any attempt by the Local Executive to diminish or increase any one of those Salaries is an unconstitutional and dangerous usurpation of supreme authority which does not belong to it, and which I cannot believe to have been deliberately intended either by Sir John Harvey or by the Gentlemen who were then his constitutional advisers.

Still more objectionable and dangerous would it be to affirm that in a British Colony this power of revision and correction belongs to the House of Assembly, and that it may by simple Resolution deprive, or induce the Lieutenant Governor to deprive an Officer of Government of any portion of that Salary which Her Majesty may have thought proper to allow upon the Civil List.

Yet in direct and palpable violation of this great constitutional principle, Sir John Harvey, pending the decision of Her Majesty's Government, deemed it proper, upon application of the Assembly, to reduce my Salary to the very lowest amount which, even upon the most unfavourable view of the case, the Secretary of State could have been expected to determine.

True indeed it is, that no danger could arise to me by this act, considered as a final measure, for neither would I consent, nor His Excellency insist, that I should receive the diminished amount, as my Salary, but merely on account of Salary.

I contend that neither the Despatch of Lord Glenelg of the 8th February, 1838, to which the Assembly alluded, nor the recommendation of the Executive Council, which His Excellency assumed as the basis of reduction, had, or ought to have, any force or effect in settling the amount of my Salary, for both were superseded by the Lieutenant Governor's suggestion, and Lord Glenelg's approval, that no final measures should be determined until the result of the inquiry before Council should have been made known to His Lordship.

And although His Excellency thus summarily agrees to pay me no more in future than the sum recommended by the Executive Council, yet he does not himself concur in that recommendation, nor deem it obligatory upon either himself or me, for on the 5th day of May, 1839, Sir John thus writes to me, in allusion to his correspondence with the Secretary of State upon the subject of my Salary, and in explanation of the opinion he had given:—

“ That you ought therefore ” (that is in consideration of the change which had been made in the duties, &c. of my office since the passing of the Civil List Act) “ to be subject to *some* reduction; “ that in consideration of the amount of that reduction, I had taken into my consideration the peculiar “ circumstances connected with your appointment; finally I expressed my opinion that your official “ Salary should be reduced by one seventh, viz. from £1,750 to £1,500 Sterling.”

The latter sum, I beg to observe, is equal to £1,730 15 4 Currency.

Thus the same Officer that consents to an immediate reduction of my Salary to the extent of £819 4s. 4d. per annum. (because that had been recommended by the Executive Council,) at the request of the House of Assembly, avows to me soon afterwards in effect, that he considers the amount deducted to be £530 15 4 greater than in his opinion it ought to be, and this opinion he also communicates to the Secretary of State.

I would here beg to remark, that the opinion thus avowed, was formed by His Excellency after I had appeared with my evidences and documents before him in Council. Is there not therefore good reason to assume that His Excellency had at that time found a similar impression prevailing among the Councillors after hearing my explanations? Upon no other supposition can I understand why no Minute of Council appears; nor why, in opposition to the previously recorded opinion of the Council, he expressed himself as above.

I admit the right of Her Majesty's Government to review and revise the emoluments granted to any Public Officer. Nay, if the Queen should even think proper altogether to remove him from office, without assigning any cause whatever, Her Majesty has the right and the power so to do.

If therefore it can be shewn, that subsequently to May 1838, when Lord Glenelg directed the question to remain in abeyance, there has been any decision by the Secretary of State to reduce my Salary, until Lord John Russell directed my restoration, I must request to be furnished with it.

But I deny that any such decision has been made, or any authority for such reduction given to the Lieutenant Governor, and I challenge the proof.

I might very confidently rest my claim upon the observations which I have now already submitted and the constitutional principle which I invoke for my protection, but as I contend, and believe that no authority has at any time, within the periods before stated, been received by the Provincial Executive to reduce the amount of my Salary as originally placed upon the Civil List, I beg to request the attention of Your Excellency to the following documents, to shew the rules which have uniformly guided Her Majesty's Government in cases of a similar nature.

“ *Downing Street, 1st October, 1843.*”

“ His Excellency Sir W. M. G. Colebrooke.

“ SIR,—I have received your Despatch of the numbers and dates mentioned in the margin, relative “ to the application of the House of Assembly of New Brunswick, for a reduction of the charge on the “ Civil List for the Salaries of the Public Officers in that Province.

“ Having laid before the Queen the Address from the Assembly which accompanied your Despatches “ of 15th April, I have received Her Majesty's commands to instruct you to inform the House in “ answer, that Her Majesty has no other object in view in maintaining or applying the Civil List of “ New Brunswick, than that of securing to the Province the faithful services of efficient men, and of “ reconciling the claims of public economy with those of justice to individuals.

“ Her

“ Her Majesty will therefore willingly consider any recommendation for prospective reductions of Salary, which may appear to be such as not to defeat the object of providing efficiently for the public service ; and which being effected, may leave applicable to purposes of general interest, a larger balance of the sum granted to Her Majesty in exchange for the Hereditary Revenues of the Crown.

“ But Her Majesty cannot consent to purchase any such supposed advantages at the expense of those public servants who now hold Salaries upon the Civil List.

“ I have, &c.

(Signed)

STANLEY.”

In 1845, the Assembly presented another Address to the Queen upon the same subject, and the following are extracts from the answer thereto :—

“ *Downing Street, July 26, 1845.*

“ SIR,—I have laid before the Queen the Address of the House of Assembly of New Brunswick, enclosed in your Despatch of 26th April, 1845, No. 26, praying that certain reductions may be made in the Salaries of some of the Officers for whom provision is made by the Civil List Act of that Province. The principles by which the decision has hitherto been guided on this subject, and to which Her Majesty proposes to adhere, are few and simple. * * * * *

“ To defer to the deliberate judgment of the Local Legislature, as to the amount of the provision that may be necessary for the maintenance of Officers possessing these qualifications, and to maintain inviolate every pledge expressed or implied, by which the faith of the Crown is engaged in favor of any present holder of office.

“ Such of the Public Officers of New Brunswick included in the Civil List as held their place before the date of that compact, are in possession of such a claim as I have mentioned, on the faith of the Crown, and the Queen is well assured that the House of Assembly of New Brunswick, would be as reluctant to advise, as Her Majesty would be unwilling to adopt, any measure which would disappoint the just and reasonable expectation of any of Her Majesty's public servants.

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(Signed)

STANLEY.”

So much then in reference to the avowed policy of Her Majesty in the question of Salary to Her Officers who are included in the Civil List of New Brunswick.

Her Majesty expresses Her determination to maintain inviolate every pledge, *expressed or implied*, by which the faith of the Crown is engaged in favor of any present holder of office, and these holders of office are defined to be “ such of the Public Officers of New Brunswick included in the Civil List as held their place before the date of that compact.”

The general policy of Her Majesty's Government in all questions of a like nature is apparent from the following extract from instructions issued by the Colonial Secretary of State to the Royal Commissioners, who, in 1835, proceeded to investigate and report upon the grievances alleged to exist in Lower Canada :—

“ The cession of the Hereditary and Territorial Revenues to the appropriation of the Provincial Legislature would deprive the King of the means of paying the Pensions and compensation allowances which have been charged upon that Fund in the exercise of His Majesty's lawful and undoubted authority.

“ It is almost superfluous to say, that any violation of the pledged faith of the Crown cannot, in the prospect of any advantage whatever, be admitted even as the subject of debate.

“ His Majesty will not consent to abandon the cause of any claimant whose title may rest upon a legal foundation.”

Although the clause which I have quoted relates only to Pensions and compensation allowances, yet it must be evident that the principles thus enunciated must have been deemed equally applicable to the Salaries of persons then actually in office.

Let me now apply the foregoing principles to my own case.

I was originally in receipt of an official Salary of £1000 Currency, together with fees upon certain documents and transactions. Upon these terms alone did I consent to accept the office which I now hold, and which was tendered to me in exchange for a more lucrative appointment, to which I was entitled by the custom of the Colonial Department.

The fees having amounted to a much greater sum than had been anticipated, either by the Secretary of State or myself, I deemed it my duty to bring the subject before His Excellency the Lieutenant Governor, with a view to their commutation for a smaller but permanent allowance. They were accordingly commuted by the Secretary of State, Sir George Murray, for an annual sum of £2,019 4s. 4d., or in other words, the decision of Government was, that instead of a Salary of £1,000 Currency, with a varying amount of emolument from other incidental sources, I should receive a fixed Salary of £1,750 Sterling ; and as all the Government Salaries were calculated in Dollars, valued each at 4s. 4d. Sterling, my Salary was therefore equal to £2,019 4 4 Currency.

The power of Government to grant to me any rate of Salary, whether incommensurate with the extent of the Casual Revenue or otherwise, will not, I presume, be questioned by any person ; and a glance at the actual receipts through my office from 1830 to 1839 will shew that the amount allowed to me was by no means *greater* than it would have been if the fees had not been commuted.

T†

Thus,

Thus, then, it stood when the Civil List Act was passed. My Salary, as quoted, had, among others, been distinctly and specifically stated by Lord Glenelg in the negotiation for a Civil List. The Colonial Legislature agreed to the exchange, with the full knowledge that my Salary, as then rated, was to remain entire during my tenure of office.

I had, therefore, the same claim to protection as His Excellency the Lieutenant Governor, or any other of the Officers then borne upon the Civil List, and who are described by Lord Stanley as possessing a claim upon the faith of the Crown for the integrality of the Salaries enjoyed by them at the period of the exchange.

If further evidence were yet required to establish my right to the items now under consideration, it might be found in Sir John Harvey's answer to the Address of the Assembly, wherein he does not assert the *right* to reduce my Salary, but states that it is a question yet under consideration by Her Majesty's Government; and his Letter to Your Excellency of the 1st May last, goes yet farther in admitting the justice of my demand, for he says that the claim is not unreasonable, and he is of opinion that it ought to be allowed.

But I do not now appear before Your Excellency and Honors to inquire into the proportion of Salary that ought properly to be deducted in consequence of the supposed diminution of my duties and responsibilities. I have long since discussed that subject with a former Lieutenant Governor and Council, and it is no longer an inquiry within the authority of Your Excellency and Honors to undertake.

The power of Her Majesty's Government, as I have before mentioned, will not be questioned, to grant to me any rate of Salary that Her Majesty might deem proper and reasonable. I have shewn that £2,019 4 4 per annum was so granted to me; and until a smaller sum had been determined upon by the same authority which originally established the larger sum, it could not be diminished by any subordinate power. I therefore come now simply denying that Her Majesty's Government had antecedently to 1811 finally and conclusively decided that I should receive less than £2,019 4 4 per annum. I respectfully but firmly deny the power of the Executive to go beyond the mere question, *whether, before the date of the compact between Lord John Russell and my Brother for the rate of Salary to be thereafter received by me, any reduction of my former rate of Salary had been directed by lawful and competent authority.*

Unless such authority and decision can be produced, I claim as my unquestionable right to receive from the 1st day of April, 1839, until I conditionally resigned my office, the full rate of Salary borne for me upon the Civil List at the period of the surrender of the Casual Revenue in 1837.

I come now to the second class or item of my claims, namely—

The difference between half of my original Salary of £2,019 4 4 and the sum actually paid to me between the 22d January, 1840, and the date of my reinstatement in office.

If I have a just claim to the full rate of Salary granted to me before the passing of the Civil List Act until I resigned my office on condition of receiving a Pension or retiring allowance, I apprehend that I have an equal claim to half of that amount during the period of my retirement.

The circumstance of then entering into a new compact with the Lieutenant Governor, could only be deemed an agreement justly affecting the rights which I had previously enjoyed, or to which I was previously entitled, in case that the full conditions of that compact had been performed.

I tendered my resignation upon the condition that I should receive as a retiring allowance one half of the Salary recommended by Sir John Harvey in May 1839, such half being £750 Sterling.

It is unnecessary here to recapitulate all the reasons which induced me to adopt this measure, but I may remark, that while there appeared a strong and ever recurring desire in certain quarters to diminish the amount of my emoluments, there had also been a specific provision made that my successor should receive no more than £600 currency per annum.

As I was still in the prime and vigour of life, I knew that it would be possible to engage in some profession, which, with the retiring allowance that I agreed to receive, would be perhaps more than equivalent to the Salary which I was then about to relinquish, while my retirement would at the same time effect an annual saving of £550 in the Civil List expenditure of this Province.

In reference to the amount which I agreed to accept as a retiring allowance, I quote the following extract from a Despatch of Lord John Russell, dated 21st January, 1840:—

“Taking the rate of Salary which has hitherto been attached to the offices of Mr. Baillie, he would be entitled, under the provisions of the Superannuation Act, to a retiring allowance of a sum equivalent to that which he claims, within a trifling amount, and I cannot but regard him as possessing a strong claim to the support of the Government in bringing this question before the House, from his length of service, and the zeal with which his official duties have been executed.”

I beg to draw the attention of Your Excellency to the expression used by His Lordship, “*the rate of Salary hitherto attached to the offices held by Mr. Baillie,*”—because it amounts to a conclusive proof that until the 21st day of January 1840, no diminution of my former Salary had been authorized nor recognized at the Colonial Office; it was still in fact an open question, and so continued until I was restored to my office.

I may as well inform Your Excellency and Honors that no retiring allowance or pension was granted, although the subject was in 1841 brought under the consideration of the Assembly.

As my resignation was conditional and inconclusive until certain ulterior arrangements should have been made, so it is obviously impossible that I could have engaged in any other pursuit until these arrangements were completed; and as, by the refusal to grant me a retiring allowance, the conditions became

became nugatory upon which I consented to retire from office, I contend that I was not in the interim to be otherwise considered than as an Officer upon leave of absence, and therefore entitled to the proportion of my full Salary which was then uniformly allowed to Officers so absent on leave, namely, one half of the Salary attached to the office at the time when I tendered my conditional resignation, or £875 Sterling. I do not think this amount was paid to me.

On the 1st day of April 1841, in consequence of the Assembly withholding their sanction to the Grant of a retiring allowance or pension, it became necessary that I should again return to office, and this decision was accordingly communicated to me, with an intimation, however, that my immediate resumption of the official duties would be inconvenient and inexpedient.

When it was found that no Pension could be granted, and that I must re-enter upon the duties of my office, the Secretary of State considered it proper to make a final order as to the rate of my future Salary, and the question was therefore brought under review by Her Majesty's Government, when after some consideration and correspondence, a compact was finally made between Lord John Russell and my brother, by which I became engaged to receive thereafter the annual Salary of £1,200 Sterling.

From the date of this compact, then, or from and after my restoration to office, I conceived myself bound to be contented with half of the rate so established, which constitutes the third item of my receipts, viz. the difference between £600 Sterling and £600 Currency per annum, from the time when I was directed to be reinstated until the time when I was put fully in possession of my office.

On the 24th October, 1842, I again fully resumed my duties, and claimed and received, as the third item, the Salary of £1,200 Sterling per annum, from that day until the 30th day of June, 1847, deducting therefrom the sums which I have received from the Civil List Fund during that period on account of Salary, or the difference between £1,200 and £1,200 Currency per annum.

I have thus brought under the notice of Your Excellency and Honors, such proofs and observations as I conceive will fully establish my claim, both equitably and legally, to the various rates of Salary which I have enumerated and received, and now I beg permission to draw your attention to the Despatch of Lord Grey upon which the present question has arisen.

I contend that the terms and spirit of His Lordship's Despatch, embrace the whole of my claim, as well the arrears due to me between 1839 and the present period, as the correct rate of Salary established by Lord John Russell in 1841.

The Auditor General, to whom the duty of interpreting the Despatch appears to have been committed, does not consider His Lordship as referring to any other question than the rate and arrears of Salary since I was finally and fully restored to office in October 1842.

His Lordship commences by acknowledging the receipt of Your Excellency's Despatch *and its enclosures*.

These enclosures, so far as they relate to my claim, were—

1st—A Letter from myself to Your Excellency, and containing various extracts, &c., from the correspondence between the Secretary of State, my brother and myself, upon the question of Salary to be allowed upon my return to office, &c.

2d—A copy of the Report of the Committee of Assembly upon my Petition laid before the House at the last Session, relating to the subject of my present claims: and—

3rd—A Note from His Excellency Sir John Harvey, expressing his recollection of the circumstances connected with my temporary retirement, &c.

These various enclosures referred to, embraced all my claims for arrears of Salary, and to them I shall now briefly revert.

The Committee of Assembly report as their opinion, that my claim to arrears of Salary before my restoration to office is not so fully sustained by the proofs laid before them, as to enable them to arrive at a conclusive decision, but that it ought to be investigated by the Government, and that my official Salary was undoubtedly fixed at £1,200 Sterling.

His Lordship's Despatch has been already construed as deciding the question of Sterling Salary and its concomitant arrears; but His Lordship's instruction does not specifically define the term arrears, and it is suggested that my claim for arrears due anterior to October 1841, was not taken into consideration by Lord Grey when preparing his Despatch.

The following extracts from my Letter of the 26th May, 1847, to Your Excellency, will explain the defect in my proofs, which prevented the Committee of Assembly from then sustaining my claims to arrears before 1841:—

“ It is to be observed in the Report of the Committee, that they state they had not sufficient evidence before them to report upon my claim for the sum withheld by Sir John Harvey, from 1st April, 1839, to 22d January, 1840, and this, they explained to me, arose from the idea that when my brother pledged himself that I should accept of £1,200 Sterling per annum, he had intended that it should also cover all arrears; on this question, therefore, I addressed a line to him, and the following is a copy of his reply.” If further evidence is necessary as to the understanding with Lord John Russell, the following copy of my brother's Letter is conclusive:—

“ 5, Cannon Row, 19th April, 1847.

“ MY DEAR TOM,—You request me to state whether by my Letter of 3d March, 1841, in which I stated to Lord John Russell that I would recommend you to accept £1,200 Sterling per annum, in order to prevent all further discussion or embarrassment on the subject of your Salary, I intended to shut out your claim to a sum amounting to £663 which had been withheld from you by Sir J. Harvey.

“ In

“ In reply I beg to inform you of what I believe you are at present quite ignorant, that either on the 3d March or the day previously, I was sent for to the *Colonial Office* by Mr. Stephen, one of the Under Secretaries, and we had a long discussion on your situation, and he then, as he has always done, expressed himself kindly towards you, and he informed me that Lord John Russell was disposed to reinstate you in your office, but that it was useless to persist in £1,750 a year, and that it was desirable to come to an understanding on the subject. I, in consequence, wrote the Letter of 3d March, 1841, in which I stated that I would recommend you to accept £1,200 Sterling per annum, and that proposal I consider was adopted by Lord John Russell in his Despatch of the 9th March, in which he ‘now understands,’ that is, by my Letter of 3d March, that you would claim a Salary not exceeding £1,200 per annum, which I had specified, and was then intended to be Sterling.

“ With regard to any previous claim the subject was not even mentioned, but certainly I intended, from the date of my Letter, you were to be satisfied, if reinstated, with £1,200 Sterling per annum.

“ Yours, &c.

(Signed)

G. BAILLIE.”

“ By this it is manifest my brother never contemplated anything of the kind, knowing, as he did, full well that the money belonged to me upon every principle of law, honor, and good faith.

“ But, Sir, with the view of removing every doubt upon the whole question, I mentioned to Sir William Colebrooke my intention, with his permission, of proceeding to Halifax to request the expression of the original intention and opinion of His Excellency Sir John Harvey, and in reply to his note, I had the honor to hand His Excellency Sir John Harvey’s full admission that he had recommended £1,200 Sterling as my Salary; and further, he was pleased to consider that my claim to the sum of £663 was reasonable, and that he thought it ought to be allowed.”

I thus proved from my brother’s Letter that in his agreement with the Colonial Minister, the question of arrears had not been mentioned nor considered,—that, in fact, the compact related simply and solely to the amount of my future Salary.

If the same assurance had been in my possession when the subject was before the Committee of Assembly, it cannot, in my opinion, be doubted that they would have recognized my claim to the arrears, as well as to the Salary.

And as this additional evidence upon this point was in the possession of His Lordship, when preparing his Despatch, I conceive that he would not have failed to intimate his disapproval of that part of my claim, (for it was all before him,) if he had not been satisfied of its equity and justice.

But if Your Excellency and Honors be inclined to accept the interpretation which the Auditor General has given to Lord Glenelg’s Despatch, I beg you to bear in mind that His Lordship declares Her Majesty’s Government to have no desire to place themselves in this question in opposition to the desires and opinions of the House.

Now the Committee of the House expressly declare, that although the evidence laid before them would not fully sustain my claim to arrears, yet it was a subject that ought to be investigated by the Government.

In this Province we do not possess the advantage which is enjoyed by our fellow subjects in Great Britain, where a Petition of Right can be presented to Her Majesty, and ultimately referred to a Jury to determine the liability of the Crown to the Subject.

Did such a privilege exist in New Brunswick I would at once have availed myself of its protection; but in its absence, Your Excellency and Honors form the constitutional Court of appeal, and I now come before you praying an investigation into my claim for arrears of Salary due to me before the 24th day of October, 1842.

As I have sufficiently shewn that I was originally entitled to receive an annual Salary of £2,019 4s. 4d. and that no diminution of that rate had been contemplated before 1838, the question resolves itself into the following issue:—Had Sir John Harvey proper authority for reducing my Salary in 1839, or had he not? If he had such authority, I beg reference to the document conveying to him such an authority. If he had not, there cannot be the shadow of a doubt that I was entitled to the same which I received on that *act*.

That Sir John Harvey had not and did not consider himself to have had any such authority will be apparent from his Despatch to Lord Glenelg, dated the 12th of April, 1838, to which I have already referred, and a copy of which I now produce.

His Excellency therein expresses his wish that the adoption of any *final* measures as respects me, or the establishment of my office, may be deferred until he shall be enabled to place before Lord Glenelg the result of the inquiry, &c. &c.

If, therefore, any previous correspondence with the Minister could have been supposed to invest His Excellency with the power of reducing my Salary, his own expressed desire, and the assent to that desire by the Colonial Secretary, had again withdrawn such authority.

That a summary and arbitrary power was assumed and enforced to reduce my Salary by Sir John Harvey, I have also already shewn, but I am well assured that Your Excellency will not assume the responsibility of directing, nor your consent of advising, at the present day, a measure of such immediate interference with the Royal prerogative, and I believe Your Excellency will not.

And yet permit me to say, that unless you at once order the restoration of the sum withheld from me by the decision of Sir John Harvey upon Address of the Assembly, you virtually place yourselves in opposition to the declared opinion of Her Majesty, and admit your obligation to deprive a public officer of his legal Salary upon a simple Resolution of the House of Assembly, under whatever circumstances it may be passed.

Why

Why should I be singled out for sacrifice. Is it because I accumulated and paid over the sum of nearly £400,000 from a source from which it was declared to be vain to expect a Revenue? Is it because I have held my Sovereign's Commission for upwards of 33 years, maintaining, I hope, my honor and integrity? Or is it because I formerly had the misfortune to differ in opinion with some of the leading men of the Province on matters of Colonial Policy? Surely I may be permitted to inquire why my just and reasonable expectations are alone to be disappointed, and every other public servant to have his maintained inviolate.

Upon the honor and faith of the Crown, I have entered into engagements, and incurred liabilities, by the breach of which, they would be frustrated and destroyed to my most serious injury, if not entire ruin; and while a public officer is obliged not only upon every principle of honor, but is also legally bound to pay his just debts, I contend, without the fear of contradiction, that the Government is equally bound to pay its just debts to all Her Majesty's subjects, and especially to Her public servants.

Conscious therefore of the justice of my case, I confidently submit these observations upon which I feel assured there can be no difference of opinion, and confident am I, that I speak the sentiments of the whole community, when I say that the people of New Brunswick have no desire to do an act of injustice to any public officer, but that the public faith shall be maintained at any rate.

As an unworthy Member of this Council who might in any other case be called upon to give my opinion upon a question at issue, I should pray that I might do the same justice to another which I now crave from Your Excellency and Honors, and while I feel and know that what I ask for is justly my due, I am compelled by a sense of duty to myself and family to persist in the claim until I obtain justice, but I feel confident in leaving the matter in the hands of this Honorable Court.

(Signed)

THOS. BAILLIE.

Fredericton, July 27, 1847.

(Copy)

Fredericton, 30th December, 1848.

MAY IT PLEASE YOUR EXCELLENCY,

I have the honor to acknowledge the receipt of Mr. Secretary Partelow's Letter of the 9th instant, in which I am informed that "the Council entertain no doubt that the allegation in the Secretary's remarks respecting the over payment to me of £513 9 4 Currency, being the difference between £1,750 Sterling and £1,200 Sterling, for the space of time from the 31st March, 1839, to the 24th January, 1840, is clearly established, such payment not being within the proper construction of Earl Grey's Despatch of 22d June, 1847, and that he was accordingly directed to call upon me "to refund that sum to the Receiver General."

I trust I may be permitted to remark that this money was paid to me by a Minute of the same Council, (with some partial change,) which now seeks to undo its former act. Another partial change a year hence may cause the opinion of the Council to concur with that of 1847, so that there would appear to be no prospect of the question being settled except by the decision of the legal tribunals of the country.

In declining, therefore, a compliance with this order of Council, I am but resisting the payment of a demand which I am convinced can never be substantiated against me in any legal tribunal.

Before the constitutional Courts of the country I must of course be prepared to shew that the money thus claimed belongs to me, and not to the Crown, and to the decision of those Courts I must be forced to submit, and to them I appeal; but when I reflect that in the Court, whose opinion has just reached me, my accuser appears as an evidence, acts as a Counsel, collecting, collating and adducing the documents against me, and there sits as a judge, influencing others by his remarks and opinions, I feel that I am fully justified in the course I am pursuing, in refusing an unqualified obedience to the Order in Council; believing, moreover, that the principle of universal British justice prevails in this Province, and that every man is presumed to be innocent until he is found guilty, and which condemns no man unheard before the proper tribunals of the country.

If, therefore, this demand is to be persisted in, I have to request that Your Excellency will cause these proceedings to be instituted, which are usual in demands of the Crown of a pecuniary nature against the subject, in order that I may enjoy the inalienable right of a British subject—a fair trial.

In order to facilitate such a proceeding, I am willing that there shall be admitted on both sides the production of Despatches to and from the Colonial Secretary of State, and other Documents bearing on the question as may be deemed necessary by the Attorney General and my Solicitor, without the formal proof of authenticity, by which course the matter will be greatly expedited and brought to issue.

I have, &c.

(Signed)

THOS. BAILLIE.

To His Excellency Sir Edmund Walker Head, Bart., Lieutenant Governor, &c. &c. &c.

On motion of Mr. Taylor,

Ordered, That the House do on Monday next, being the second day of April, resolve itself into Committee of the whole on the various Documents communicated to the House, by command of His Excellency the Lieutenant Governor, relative to the increase of Salary to the Honorable Thomas Baillie, Surveyor General.

v†

Mr

Mr. Boyd, from the Committee on Light Houses, 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 thirty first day of January last, to take into consideration all matters relating to Light Houses, have had the matters submitted to them under their consideration, and make the following Report—

“ No. 1. Is the Petition of Thomas Robson, of Sackville, in the County of Westmorland, stating that he has invented Machinery for working a Fog Bell by wind, and proposes to enter into contract with the Commissioners of Light Houses, to erect one at his own expense; and if it should prove a failure, he would submit to the loss, but if it should be successful, he would require to be remunerated for all his expenses in the erection, and a further sum of £200 to remunerate him for the invention: The Committee recommend that the Commissioners of Light Houses enter into an arrangement with Mr. Robson, with due regard to a proper economy.

“ No. 2. Is the Petition of Daniel Jones, of the City of Saint John, Blacksmith, setting forth, that he is the inventor of an improved method for the ringing of Fog Bells by Machinery: The model of the Bell and Machinery has been exhibited to the Committee, and they recommend, that, in the event of his successful application of it, the Commissioners be authorized to pay him a sum not exceeding £50.

“ No. 3. Is the Petition of Rufus Cole and others, of Westmorland, praying that a Light House may be erected on Cape Maranguin, in that County: The Committee beg to refer to their Report of last year on that subject, referring the matters to the further consideration of the Commissioners of Light Houses.

“ Your Committee finding that the recommendation of the Committee last year, relative to the expediency of a Light House at Oak Point, on the River Saint John, had not been carried out, beg to call the attention of the House to this subject, and recommend that a Bill be prepared, authorizing the collection of dues from Steam Boats and other Vessels navigating the River Saint John, for the support of the same.

“ The Committee have also had under their consideration the Report of the Commissioners of Light Houses for the Bay of Fundy, furnishing very minute details of their management during the past year, and which is highly satisfactory: The Committee recommend that £1,750 be appropriated for contingencies for the present year, and £150, as recommended in the Report of last year, for the services of Isaac Woodward, as Corresponding and Recording Commissioner; the Salaries of the Keepers of the different Stations being appropriated by the House.

“ They further recommend the appropriation of £20, from the Light House Fund, for the improvement of the Road from Dipper Harbour to the Light House.

“ The Auditor General's Report on the Account of the Commissioners of Light Houses for the Bay of Fundy, with the Accounts and Vouchers, have also been under the examination of the Committee, and they have much pleasure in pronouncing them highly satisfactory.

“ They have also had under their consideration, Report of the Commissioners of Light Houses for the Gulf of Saint Lawrence, with their Accounts, shewing a balance due said Commissioners of £78 9 10, and requesting that £100 be appropriated to pay the said balance, and provide contingencies for the present year: The Committee recommend that the same be complied with; and they further recommend that the sum of £250 be placed at the disposal of the Commissioners, to pay the proportion of expense allowed by this Province towards the support of the Brier Island and Cape Sable Seal Island Lights, in Nova Scotia.

“ All which is respectfully submitted.

“ JAMES BOYD, *Chairman*.
D. HANINGTON,
WM. PORTER,
JAMES TAYLOR,
ROBT. D. WILMOT.

“ *Committee Room, 28th March, 1849.*”

Audit Office, February 26, 1848.

REPORT, No. 13,

On the Accounts of Commissioners of Provincial Light Houses for the Year ending 31st Dec. 1848.

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 1848, as follows:—

Nova Scotia Lights for 1847, transmitted to Halifax for Cape Sable Seal Islands and Brier Island Light Houses, (No. 4.)	£237	16	11
Draft of Commissioners of Light Houses at Halifax for appropriation towards the Light House at Apple River, Nova Scotia,	300	0	0
Paid the Gas Company for new Post and Lanterns at Reed's Point,	83	0	3
“ the Gas Company for Light at Reed's Point, 1 year, to November, 1848,	12	0	0
“ Office Rent and Storage,	20	0	0
General expenditure for Oil, Wicks, Lamp Chimnies and Glasses, Chart Box and Fittings, Freight, Postages, Advertising, Travelling Expenses of Commissioners, &c., as per detailed Account furnished, viz:—	806	1	8

Expenditure for six Stations,				Sub Acct.	Keepers' Salaries.	Contingencies.	
Partridge Island Light Station,	...	...	...	A	£85 0 0	£128 16 10	
Beacon, do.	...	...	...	B	85 0 0	37 5 0	
Quaco, do.	...	...	...	C	146 0 0	572 2 5	
Point LePreau, do.	...	...	...	D	85 0 0	45 9 3	
Gannet Rock, do.	...	...	...	E	210 0 0	111 5 0	
Cape Enrage, do.	...	...	...	F	85 0 0	108 13 1	
							1,003 11 7
							696 0 0
Commission on Contingencies disbursed at Saint John, £1,924 13 6, at 5 per Cent.							96 4 8
							<u>£3,254 15 1</u>

Paid Commissioners Wyer and Wilson, at Saint Andrews, for amount disbursed by them for Salaries and Contingencies for Stations at Machias Seal Islands, Head Harbour and Saint Andrews—

Salaries,	...	...	...	...	...	...	£306 0 0
Contingencies,	...	...	...	...	...	...	514 17 8
							<u>820 17 8</u>

The Commissioners credit,

Amounts received from the Province Treasurer, viz:—

Warrant No. 155, Keepers' Salaries,	...	...	£1,002 0 0
“ 265, Contingencies,	...	...	2,000 0 0
“ 565, Additional Contingencies,	...	...	350 0 0
“ 264, Brier Island and Cape Sable Island Lights, Nova Scotia,	...	...	241 9 4
Warrants Nos. 629, 1847, and 574, 1848, Light House at Apple River in Nova Scotia,	...	...	300 0 0
			<u>£3,893 9 4</u>
Balance due the Province, December 31st, 1847,	...	...	77 19 1
			<u>3,971 8 5</u>
Balance due the Commissioners December 31st, 1848.	...	...	<u>£104 4 4</u>

The Account is correctly made up and vouched, it is signed by Commissioners Ward, Crooksbank, Hare, and Woodward, but is not sworn to.

No. 2. Is the Account Current of the Commissioners of the Machias Seal Islands, Campo Bello, and Saint Andrews Light Houses, (residing at Saint Andrews,) with the Province for the year 1848, as follows:—

Expenditure for Oil, Wicks, Repairs, Fuel, Ensign at Seal Island, repairs of Roads and Bridges, and all other Contingent Expenses of the said Light Houses during the year, amounting to	£493	4	5
Paid Keepers' Salaries for the year 1845, and an extra Grant of £5 to J. Pendleberry, Keeper of Indian Point,	311	0	0
Commission charged 5 per cent. on £804 4 5,	40	4	2
Carried forward,	£844	8	7

<i>Brought forward,</i>	...	...	...	...	£844	8	7
They credit,									
Balance in hand December 31st, 1847,	...	...	£34	4	0		
Received in 1848 from the Treasury,	...	...	513	5	2		
" " for Keepers' Salaries,	...	...	306	0	0		
						853	9	2	
Balance due the Province by the Account, as rendered,		£9	0	7	
To which add,									
Commission on payments to Light House Keepers for Salaries, no authority or precedent for the charge,	...	...	...	...	£15	11	0
Error in extension in voucher No. 25,	...	...	...	...	0	0	9
Short credited Receipts from the Treasury,	...	...	...	...	1	12	6
							17	4	3
Balance due the Province, December 31, 1848,		£26	4	10	

The Account Current is sworn to by Commissioner Wilson, is correctly made up (as Audited) and vouched.

No. 3. Is an Account of the Commissioners of Light Houses in the Gulf of Saint Lawrence against the Province, for Oil, Fuel and Contingencies, for the maintenance of the—

Escuminac Light, for the year 1848, amounting to	...	...	£75	15	2			
And Commission 5 per Cent. on the expenditure,	...	...	3	15	9			
						£79	10	11
They credit,								
A balance in their hands on the 31st December, 1847, of	...	...	...	...		1	1	1
Balance due the Commissioners 31st December, 1848,	...	...	...	...		£78	9	10

The Account is correctly made up, the Sub-Accounts purport to have been paid by Gilmour and Rankin, or to consist of Supplies furnished by them; Commissioners Cunard and Kerr have signed the Account, but it is not sworn to.

F. P. ROBINSON.

Ordered, That the Report be accepted; and
On motion of Mr. Boyd; further

Ordered, That so much of the said Report as recommends the appropriation of monies, be referred to the Committee of Supply.

On motion of Mr. Wilson,

The House again went into Committee of the whole on a Bill further to amend the Law relating to Highways.

Mr. Taylor 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 said Bill.

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

Mr. Boyd, from the Committee appointed on the fifth day of February last, to take under consideration a Petition from James Steen, to be reimbursed expenses incurred and damages sustained in the defence of his Title to certain Crown Lands, and to which Committee were referred various other Petitions, of a like prayer, 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 to whom were referred the Petitions of James Steen, James Wilson, Margaret Thompson, Ench Dow, James M'Phelim, and Charles P. Wetmore, Esquire, praying relief for losses sustained by them in defending Title to Lands granted by the Crown, and leased for Lumbering purposes, Report—

“ That they have attended to that duty, and having first considered the Petition of James Steen, they conceive his to have been a case of great hardship, he having been put to a heavy expense of upwards of £50 in defending his Title: Under all the circumstances, the Committee recommend a Grant to the said James Steen of £30.

“ The

"The Petition of James Wilson was before a Committee of the House last Session, and a case having been made out to the satisfaction of said Committee, a Grant would have been recommended had there been any Certificate of the costs incurred: A satisfactory Certificate has since been obtained, and the Committee therefore recommend a Grant to be made in Supply of £42 6 4.

"In reference to the Petition of Margaret Thompson, your Committee conceive the Petitioner has been hardly dealt with; and although it appears from Documents in the Crown Land Office, together with Plans and Surveys, that the Reverend Doctor Alley has a much larger Tract of Land than was originally intended, yet by the metes and bounds it would appear that the Grant to him embraces thirty seven acres of Petitioner's Land, which, as they contain the improvements of the said Margaret Thompson, Doctor Alley has expressed his willingness to convey to the Petitioner on the payment of £37: Your Committee therefore recommend a Grant to the said Margaret Thompson of £37.

"In reference to the Petition of Enoch Dow, this case appears to be as follows— He purchased the improvements of Phillips and Jones, and increased the value thereof considerably, say £100; in the meantime another party applied for the Land, which was struck off at Auction for £91, which amount was paid by E. D. W. Ratchford, Esquire, to whom the Grant issued; the money was paid in 1835, and Mr. Dow's claim to the improvements appears to have been altogether disregarded, not in ignorance, but advisedly, it being considered that the Hay cut had in some measure compensated him: Mr. Dow seems to have been frightened from the place, after Ratchford had purchased, as another person, claiming under Ratchford, has had possession ever since: It seems to your Committee, that Mr. Dow should have been remunerated for his labour and expense, having only enjoyed possession for a short time, and his improvements having increased the value of the Land: The foregoing does not appear, (but is not contradicted,) by official documents, the only record being the sale for £91: Your Committee therefore, under the circumstances, recommend a Grant of £66, to be applied to the purchase of any vacant Crown Lands he may select, at five shillings per acre.

"As regards the Petition of James M'Phelim, praying relief for losses sustained in consequence of an error in a Licence issued to him from the Crown Land Office to cut Timber and Logs on Crown Land, it seems this Licence was for a Lot in the County of Kent, but the place described in the Licence was in the County of Westmorland: The Committee conceive that before Mr. M'Phelim commenced his action of Trespass, he should have applied to the property authorities, when there could have been no doubt but the Crown would have interfered, and protected the Petitioner: Under these circumstances, your Committee cannot recommend any relief, and for the reason that the Petitioner took his own course, without applying to the proper authorities.

"JAMES BOYD, *Chairman*,
WM. M'LEOD,
THOS. BAILLIE.

"Committee Room, 31st March, 1849."

Ordered, That the Report be accepted, and the powers of the Committee continued to enable them to make further report upon the Petitions submitted for their consideration; and

On motion of Mr. Boyd; further

Ordered, That so much of the said Report as recommends the appropriation of money, be referred to the Committee of Supply.

On motion of the Honorable Mr. Partelow,

The House went into Committee of the whole on a Bill in further amendment of the Militia Law.

Mr. Hayward in the Chair of the Committee.

Mr. Speaker resumed the Chair.

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

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

under

On Motion of the Honorable Mr. Partelow,

The House went into Committee of the whole on a Bill to authorize the sale of a Lot of Land and Premises purchased for a Sailors' Home in the City of Saint John.

Mr. S. Earl 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. Partelow,

The House went into Committee of the whole on a Bill to declare and establish Sheriff Street, in the Parish of Portland, in the County of Saint John, a Public Highway.

Mr. Taylor 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 it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed for three months.

On motion of Mr. Woodward,

The House again went into Committee of the whole on a Bill to authorize the widening and enlarging of Mill Street, in the City of Saint John.

Mr. Steves 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 said Bill.

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

On motion of Mr. Ritchie,

The House again went into Committee of the whole on a Bill in further amendment of the Charter of the City of Saint John.

Mr. McLeod 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 said Bill.

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

Mr. Taylor, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of this House of yesterday, on the subject of the over-charge of Commission by the Commissioners for erecting the Arestook Bridge, and on the subject of the balance of Appropriations for the improvement of the Navigation of the River Saint John, now in the hands of Commissioners unexpended, reported—That they had attended to that duty, and that His Excellency was pleased to say, he would take measures to carry the wishes of the House into effect.

On motion of the Honorable Mr. Fisher,

Resolved, That the House do now go into Committee of the whole on a Bill to annex certain Islands in the River Saint John to the Parish of Douglas, in the County of York.

To which Mr. Taylor moved as an amendment—To expunge the word “now,” and substitute the words “this day three months.”

And upon the question, it was carried in the affirmative, and the further consideration of the said Bill accordingly postponed for three months.

On motion of Mr. Ritchie,

The House went into Committee of the whole on a Bill sent down from the Legislative Council, intituled “An Act to consolidate and amend the Laws relating to Jurors.”

Mr.

Mr. R. D. Wilmot 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 until the next Session of the General Assembly.

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 until the next Session of the General Assembly.

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

Monday, 2d April, 1849.

Prayers.

Read a third time as engrossed,

A Bill in further amendment of the Militia Law.

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 authorize the sale of a Lot of Land and Premises purchased for a Sailors' Home in the City of Saint John.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill to authorize the widening and enlarging of Mill Street, in the City of Saint John.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill further to amend the Law relating to Highways.

Resolved, That the Bill do pass.

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

On motion of Mr. Ritchie,

The House went into Committee of the whole upon the reconsideration of a Bill in further amendment of the Charter of 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 having the Bill referred to them again under their consideration, had made further amendments thereto, and then agreed to the said Bill.

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

On motion of Mr. Ritchie,

That the House proceed to the Order of the Day of Saturday the thirtieth day of March last, to go into Committee of the whole in further consideration of Supplies to be granted for the Public Service—

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 matters referred to them again under their consideration, had passed a number of Resolutions; and he having read the same, handed them in at the Clerk's Table, where they were again read, and are as follow:—

Resolved,

Resolved, That there be granted

To William Wilson, a licenced Teacher, the sum of £12 9 10 for teaching a School in the Parish of Nelson, in the County of Northumberland, from the twenty second day of March to the first day of November, 1848, being a period of seven months and a half, or thereabouts.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £116 12 5, being the balance over-expended in surveying a Line of Railway between Shediac and Saint John.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £186 13 10 to be paid to the Commissioners of the Orphan Asylum in Saint John, for balance of last year's expenditure; the same to be taken from the Emigrant Fund; and the further sum of £350 towards the support of that Institution for the year 1849.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, a sum not exceeding £— for the collection and protection of the Revenue for the year 1849.

It was first moved—That the blank be filled up with the sum of £4,400.

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

YEAS.

Mr. Wilson,
Steves,
Ritchie,
Smith,
Landry,
Ansley,
S. Earle,
Connell,
J. Earle,
Gilbert,

Mr. McLeod,
Brown,
Cranney,
Porter.

NAYS.

The Hon. Mr. Speaker,
The Hon. Mr. Partelow,
The Hon. Mr. Wilmot,
The Hon. Mr. Hanington,
The Hon. Mr. Fisher,
Mr. Barberie,
Montgomery,
Thomson,
Ead,
Vail,

Mr. Jordan,
R. D. Wilmot,
Street,
Woodward,
Miles,
Baillie,
Carman,
Boyd,
Read,
Taylor.

Whereupon it was decided in the negative.

It was then moved—That the said blank be filled up with the sum of £4,500.

Upon this question, the Committee again divided—

YEAS 20.

NAYS 14.

And it was thereupon carried in the affirmative, and the blank filled up with that sum.

To the Commissioners of the Provincial Penitentiary the sum of £82 12 8, being the balance of their Account for over-expenditure the past year.

To the Commissioners of the Provincial Penitentiary the sum of £1000 towards the support of the same for the year 1849.

To the Commissioners of the Provincial Temporary Lunatic Asylum the sum of £1,130 6s., being balance due them for the expenditure of 1848.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £1,500 towards the support of the Provincial Lunatic Asylum for 1849.

And the Chairman further reported, that he was directed to ask for leave to sit again to-morrow.

Ordered, That the Report be accepted, the Resolutions as passed in the Committee engrossed, and that the House do to-morrow resolve itself into Committee of the whole, and resume the further consideration of Supplies to be granted for the Public Service.

The Honorable Mr. L. A. Wilmot moved for leave to bring in a Bill to amend the Law relating to Juries.

Leave granted.

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

On motion of the Honorable Mr. L. A. Wilmot,

Whereas this House doth consider the construction of a Trunk Line of Railway from Halifax to Quebec as of paramount importance for the consolidation of the Colonies, and for the preservation of British Interests on this Continent; therefore

Resolved,

Resolved, As the opinion of this House, That an Humble Address be presented to Her Most Gracious Majesty the Queen, pledging this House to secure to the Queen's Majesty, all the ungranted Lands through which the said Road may pass, to the extent of ten miles on each side of the said Road, to be disposed of for Settlement in such manner as may be deemed most advisable by Her Majesty's Government; and also to secure, at the expense of the Province, a sufficient breadth of way, and the necessary Stations, through and upon private property, for the use of the said Road; and further, to charge upon the General Revenue of this Province a sum not exceeding £20,000 Currency annually, towards the support of the said Road, to be payable yearly, and every year, from and after the opening and completion of the said Road, and while the same is kept open and in operation, not exceeding the term of twenty years; and further

Resolved, That the Honorable the Legislative Council be requested to join in such Address.

Ordered, That the Honorable Mr. L. A. Wilmot do communicate the said Resolution to the Council.

On motion of Mr. R. D. Wilmot,

The House went into Committee of the whole on a Bill to authorize the issuing of Treasury Notes.

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, the following Resolution 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 as follows:—

YEAS.

The Hon. Mr. Speaker,
The Hon. Mr. Partelow,
Mr. Boisford,
Connell,
Taylor,
Gilbert,
S. Earle,
Carman,
Wark,
Thomson,
Cranney.

NAYS.

The Hon. Mr. Wilmot,	Mr. Jordan,
Mr. Baillie,	R. D. Wilmot,
Read,	Street,
Montgomery,	Barberie,
Wilson,	Hayward,
Steves,	End,
Boyd,	J. Earle,
Ritchie,	Miles,
Smith,	M. Leod,
Woodward,	Brown,
Ansley,	Porter.

Whereupon it was decided in the negative.

That the Committee then went through the Bill, and agreed to the same without making any amendment thereto.

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

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House, that the Council had agreed to

The Resolutions of Appropriation sent up from the Assembly, dated the twenty eighth day of March last.

Mr. Boyd moved for leave to bring in a Bill further to facilitate the making of a Rail Road from Saint Andrews to Woodstock, and a Branch to Saint Stephen.

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, 3d April, 1849.

Prayers.

Read a second time—

A Bill to amend the Laws relating to Juries : and

A Bill further to facilitate the making of a Rail Road from Saint Andrews to Woodstock, with a Branch to Saint Stephen.

Read a third time as engrossed,

A Bill to authorize the issuing of Treasury Notes.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill in further amendment of the Charter of the City of Saint John.

Resolved, That the Bill do pass.

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

Read as engrossed,

The Resolutions of Appropriation made and passed in Supply yesterday the second day of April instant.

Ordered, That Mr. Jordan do take the said Resolutions to the Council, and desire their concurrence thereto.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, communicated the following :—

“ Legislative Council Chamber, 3d April, 1849.

“ Resolved, That this House do agree to the proposed Address to Her Most Gracious Majesty, pledging Land and Money to Her Majesty the Queen for the Trunk Line of Railway from Halifax to Quebec; and that the Honorable Messieurs Botsford and Johnston be a Committee, on the part of this House, to join the Committee to be appointed by the Assembly in preparing such Address.

“ G. BOTSFORD, Clerk Leg. Council.”

On motion of the Honorable Mr. L. A. Wilmot,

Resolved, That a Committee be appointed on the part of this House, to join the Committee of the Honorable the Legislative Council, to prepare the said Address.

Ordered, That the Honorable Mr. L. A. Wilmot, the Honorable Mr. Partelow, Mr. Wilson, and Mr. Steves, do compose the said Committee; and further

Ordered, That Mr. Wilson do communicate the same to the Council.

On motion of Mr. Taylor,

That the House proceed to the Order of the Day of the second day of April instant, to go into Committee of the whole on the Correspondence and other Documents communicated by command of His Excellency the Lieutenant Governor, in reference to the increase of Salary to the Honorable Thomas Baillie, Surveyor General, from Currency to Sterling; which Order was adjourned over to this day by operation of the twenty third Rule of this House—

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Cranney in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the subject referred to them under their consideration, had passed the two following Resolutions :—

1st. *Resolved*, As the opinion of this Committee, That the Surveyor General should be called upon to refund the sum of £573 9 4, which appears to have been paid by the late Executive Government through mistake, over and above the difference of £1200 Sterling and £1200 Currency :

2d. *Resolved*, As the opinion of this Committee, That the Salary of the Surveyor General was clearly fixed by Lord Glenelg's Despatch of eighth February, 1838, at £1200 Currency; and that the Despatches of Lord Stanley of January 1843 and August

August 1843, subsequently to Mr. Baillie's resumption of Office, pointedly affirmed that opinion, His Lordship emphatically expressing himself, that he considered all correspondence relating to the Salary as closed.

Ordered, That the Report be accepted, and the Resolutions as passed and reported by the Committee, adopted by the House.

The Honorable Mr. L. A. Wilmot, from the Committee on the part of this House, to join the Committee appointed by the Honorable the Legislative Council, to prepare an Address to Her Most Gracious Majesty, upon the subject of the Trunk Line of Railway from Halifax to Quebec, reported—That the Committee had met, and prepared a Draft of the said Address, which he was directed to submit to the House; and the same being read, was handed in at the Clerk's Table, and there again read.

Ordered, That the Report be accepted.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, communicated the following:—

“ Legislative Council Chamber, 3d April, 1849.

“ Ordered, That the Master in Chancery do go down to the Assembly, and acquaint that House that the Legislative Council have agreed to the Joint Address to Her Most Gracious Majesty, on the subject of pledging Lands and Money to Her Majesty for the Halifax and Quebec Trunk Line of Railway, as reported by the Select Committee of this House, from the Joint Committee of this House and the Assembly.

“ G. BOTSFORD, Clerk Leg. Council.”

The House proceeded to take into consideration the said Draft Address, as reported by the Select Committee on the part of this House; when

On motion of the Honorable Mr. L. A. Wilmot,

Resolved, That this House doth agree to the Joint Address to Her Most Gracious Majesty, upon the subject of the Trunk Line of Railway from Halifax to Quebec; and

Ordered, That Mr. Wilson do communicate the same to the Legislative Council.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, communicated the following:—

“ Legislative Council Chamber, 3d April, 1849.

“ Resolved, That the Honorable Mr. Botsford be a Committee on the part of this House, to join such Committee as may be appointed by the Assembly, to wait upon His Excellency the Lieutenant Governor with the Address to Her Majesty on the subject of the Trunk Line of Railway from Halifax to Quebec, and request His Excellency will be pleased to transmit the same, to be laid at the Foot of the Throne.

“ G. BOTSFORD, Clerk Leg. Council.”

On motion of the Honorable Mr. L. A. Wilmot,

Resolved, That a Committee of this House be appointed, to join the Committee appointed by the Honorable the Legislative Council, to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Majesty upon the subject of the Trunk Railway from Halifax to Quebec, and request that His Excellency will be pleased to transmit the same.

Ordered, That the Honorable Mr. L. A. Wilmot and Mr. Wilson be the Committee on the part of this House; and further

Ordered, That Mr. Wilson do communicate the same to the Council.

The Joint Address was then read as engrossed, and is as follows:—

“ To the Queen's Most Excellent Majesty.

“ The Humble and Dutiful Address of Her Majesty's 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 Assembly of Your Majesty's Province of New Brunswick, beg leave to approach Your Majesty with renewed assurances of our attachment and fidelity to Your Majesty's Person and Government.

“ In

“ In common with all Your Majesty's Loyal Subjects in these North American Colonies, we are deeply impressed with the paramount importance of the contemplated Line of Railway from Halifax to Quebec, for the consolidation of these portions of Your Majesty's Dominions, and for the preservation of British Interests on this Continent.

“ Strongly attached to our Country and its Institutions, we beg leave to submit to Your Majesty our humble offering in aid of this great National undertaking.

“ Anticipating that the Railway will be constructed by the aid of the Imperial Government, we offer, in consideration thereof, to secure to Your Majesty all the ungranted Lands through which the said Road may pass, to the extent of Ten miles on each side, to be disposed of in such manner as may be deemed most advisable by Your Majesty's Government; and also to secure, at the expense of the Province, a sufficient breadth of way, and the necessary Stations, over and upon private Property, for the use of the said Road; and we further pledge ourselves, that we will charge upon the General Revenues of the Province a sum not exceeding £20,000 Currency, per annum, towards paying the Interest upon the Capital invested in the said Road, to be paid yearly from and after the completion of the said Road, and while the same is kept in operation, and to be continued for a term of not exceeding twenty years.

“ We would respectfully impress upon Your Majesty's consideration that the quality of the Land pledged by us, and its easy access from the United Kingdom, present it as one of the most eligible fields for Emigration of any in Your Majesty's Dominions.

“ Whenever we shall be advised of the favourable determination of Your Majesty's Government in this matter, we will immediately pass such Legislative enactments as may be necessary to carry into effect the pledges made in this our Humble and Dutiful Address.”

WILLIAM BLACK,
President of Legislative Council.

JOHN W. WELDON,
Speaker of Assembly.

The said Address was then handed to the Joint Committees to wait upon His Excellency therewith, and request that he will be pleased to transmit the same.

On motion of Mr. Ritchie,

The House again went into Committee of the whole on the Report of the Select Committee upon the subject of Public Printing, which was submitted to the House on the twenty third day of March last.

Mr. Vail 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 further consideration, the following Resolution was moved:—

Resolved, As the opinion of this Committee, That the Report from the Select Committee upon Public Printing, now under consideration, should be adopted by the House.

And upon the question for sustaining the said Resolution, the Committee divided as follows:—

YEAS.		NAYS.	
The Hon. Mr. Partelow,	Mr. R. D. Wilmot,	The Hon. Mr. Speaker,	Mr. J. Earle,
The Hon. Mr. Hanington,	Woodward,	The Hon. Mr. Wilmot,	Street,
Mr. Ansley,	Miles,	The Hon. Mr. Fisher,	Smith,
Botsford,	Gilbert,	Mr. Carman,	Landry,
Montgomery,	Brown,	Cranney,	Read.
Ritchie,	Porter,	Thomson,	
Barberie,	S. Earle,	Wark,	
Connell,	Steves,	M'Leod,	
Hayward,	Taylor.	Baillie,	

Whereupon it was carried in the affirmative.

Ordered, That the Report be accepted, and the Resolution as passed and reported by the Committee, adopted by the House.

On

On motion of Mr. Street,
The House went into Committee of the whole on a Bill for the encouragement of Agriculture.

Mr. Woodward 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 9 o'clock.

Wednesday, 4th April, 1849.

Prayers.

Read a third time as engrossed,
A Bill for the encouragement of Agriculture.

Resolved, That the Bill do pass.

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

The Honorable Mr. L. A. Wilmot, from the Committee appointed to join the Committee of the Honorable the Legislative Council, to wait upon His Excellency the Lieutenant Governor with the Joint Address of the Council and Assembly to Her Most Gracious Majesty, upon the subject of the Trunk Railway from Halifax to Quebec, and request that His Excellency would be pleased to transmit the same to be laid at the Foot of the Throne, reported—That they had attended to that duty, and that His Excellency was pleased to say, the wishes of the Council and Assembly should be complied with.

On motion of the Honorable Mr. Partelow,

That the House proceed to the adjourned Order of the Day of the second day of April instant, and which was further adjourned over until this day by operation of the twenty third Rule of the House, to go into Committee of the whole in further consideration of Supplies to be granted for the Public Service—

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 matters referred to them again under their consideration, had passed a number of Resolutions; and he having read the same, handed them in at the Clerk's Table, where they were again read, and are as follow:—

Resolved, That there be granted

To the Commissioners for building the Lunatic Asylum the sum of £603 7s. to enable them to pay Otis Small, the Contractor, for extra Mason and Carpenter's work, and procuring Furnaces, Fittings, &c.

To the Central Bank the sum of £516 4 7 to reimburse sundry advances made under the order of the Government the past year, as follow: £158 6 8 paid Solicitor General, expenses of Crown Prosecutions at Woodstock; £42 16 4, Commissary Plant, expenses of conveying Troops to Woodstock; £100 for additional buildings on Partridge Island, and £215 1 7 for Furniture for the Public Rooms at Government House, to replace that lost on the voyage to New Brunswick in 1847.

To Rachael Martin, Schoolmistress, the sum of £20 in addition to the Grant already made.

To John Simpson, Queen's Printer, balance due him for the year 1848, as follows: the sum of £158 16 3, Stationery and Printing for the Legislative Council; £847 5 9, balance of Printing Laws and Journals and other Parliamentary Papers, including Royal Gazette furnished Public Officers and Magistrates; and £456 13 9, sundry official publications in the Royal Gazette.

To John Simpson, Queen's Printer, the sum of £275 for printing the Daily Journals of the Legislative Council and Assembly the present Session.

To Doctor Hartt the sum of £75, being for services performed by him in visiting and reporting upon the Leper Lazaretto at Sheldrake Island.

To Asa Coy the sum of £20, being for services performed in visiting Saint Andrews, and reporting upon the cases of the diseased and destitute Emigrants claiming Legislative aid and support.

To Ebenezer L. Burpe the sum of £25 as a Bounty for erecting an Oat Mill and Kiln in the Parish of Chipman, Queens' County.

To Hugh M'Monagle the sum of £8 6 8, being return Duties on eight Sheep imported from Great Britain in October last, for the benefit of the Province.

To James F. Woodman the sum of £10 to reimburse him for teaching a School in Hopewell for six months ending first day of November 1848.

To Daniel M'Keel, a Teacher of Youth, the sum of £10 to remunerate him for teaching a School in the Parish of Greenwich, in Kings' County, for the period of six months ending the third day of November 1848.

To Thomas Wetherall, a licenced Teacher, the sum of £— for teaching a School in the Parish of Johnston, Queens' County, for one year ending the eighteenth of January 1849.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £14 15s. to pay William Calhoun and William Wallace, Commissioners appointed to explore a new line of Road from Hillsborough to Hopewell.

To Jacob Young, Commissioner appointed to explore and determine upon the alteration in the Fredericton and Saint Stephen line of Great Road, the sum of £8 to compensate him for his services in that capacity.

To John A. Beckwith, Commissioner appointed to examine the Fredericton and Richibucto line of Road, as explored and partly opened by Harley, the sum of £82 11 3, being balance due him as per Account audited, and the further sum of £1 8 4, being interest on amount advanced him by the Central Bank, to enable him to pay his assistants.

To Thomas Baker, of the Parish of Coverdale, in the County of Albert, Teacher, the sum of £35 to remunerate him in part for having taught a very superior School in that Parish during the past year.

To the Reverend Michael Powers and the Managing Committee of the Roman Catholic School at Bathurst, in the County of Gloucester, the sum of £30 towards the support of that Institution.

To the President and Directors of the Grammar School at Saint Andrews the sum of £20 to enable them to employ an Assistant in that establishment.

To the Reverend M. A. Wallace and the Managing Committee of the Roman Catholic School at Saint Andrews, in the County of Charlotte, the sum of £30 towards the support of that Establishment.

To James Seivewright, of the Parish of Moncton, in the County of Westmorland, Teacher, the sum of £35 to remunerate him for having taught a superior School in that Parish during the past year.

To the Reverend Robert Irvine, Minister, and others, Trustees of the Saint John Presbyterian Church in the City of Saint John, the sum of £100 towards the support of a Presbyterian Seminary established in that City.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £7 10s. to be applied in the purchase of fifty acres of Wilderness Land, in the Parish of Alnwick, in the County of Northumberland, for the support of a School in that Parish, the title thereof to be vested in the Justices of the Peace of the said County, for the use and support of said School, agreeably to the Petition of Murdoch M'Kenzie and others.

To Edward H. Duval, Teacher of the British School in Saint John, the sum of £100 towards the support of that Institution.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £150 8 8 to be placed to the credit of James Vernon, of Saint John, on any purchase of Lands or Timber Berths he may make; the same being a sum due to the said James Vernon, as appears by the Report of a Select Committee of the House of Assembly in 1847.

To

To the Commissioners for building the Bridge over the Arestook River, the sum of £63 10s. to enable them, with the amount in their hands, £85, to pay the Contractor the balance due him for building said Bridge.

To the Emigrant Agent at Saint John, the sum of £—, being the amount of his Account for Office Rent and Contingencies for the year 1848; to be taken from the Emigrant Fund.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Thomas Moses, Deputy Treasurer at West Isles, for Gauging and Weighing Dutiable Articles, the sum of 15s. for 1848.

To D. W. Jack the sum of £2 5 6 for Gauging and Weighing Dutiable Articles at Saint Andrews in the year 1848.

To B. C. Chaloner the sum of £31 8 6 for Gauging and Weighing Dutiable Articles in Saint John for the year 1848.

To Harris H. Hatch the sum of £2 11s. for recording certain Deeds in Charlotte County to the Queen in 1848.

To James M'Gowan, attendant on sick Emigrants on Partridge Island, the sum of £51 16 5, being for his services as Steward, and those of his Wife as Nurse, at the Quarantine Establishment, in 1848; to be taken from the Emigrant Fund.

To the Commissioners of the Alms House and Work House for the City and County of Saint John, the sum of £852 6 3 to reimburse advances made by them in the year 1848 for the relief and support of sick and destitute Emigrants; the same to be taken from the Emigrant Fund; £358 15 7 of which to be paid by the said Commissioners to Mr. W. G. Lawton, for advances made by him to former Overseers of the Poor, on the credit of the said City and County, for the support and relief of sick and distressed Emigrants, agreeably to the Report of the Select Committee on his application for reimbursement; and the sum of £27 to reimburse expenses incurred in the support of sick and distressed Emigrants in 1841 and 1842.

To Mary J. Bixby, a licenced Teacher, the sum of £20 to remunerate her for teaching a School for one year ending fifth January last.

To Edward Iagoe, a licenced Teacher, the sum of £10 for having taught a School in the Parish of Saint Patrick for seven months ending the tenth day of November, 1843.

To Amos Keith, a School Teacher, the sum of £10 to remunerate him for teaching a School in the Parish of Studholm, in Kings' County, for the period of six months ending the first day of July, 1848.

To Joseph Baxter and James Stark, two of the Commissioners for the erection of a Bridge across the Kennebecasis River, in Kings' County, the sum of £50 to remunerate them in part for heavy losses which they have sustained in defending a suit brought against them by the Contractors for the erection of said Bridge.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, a sum not exceeding £300 for the purpose of erecting a Lazaretto Establishment at some convenient place at or near Tracadie, in the County of Gloucester, to be fixed upon by Commissioners to be appointed for that purpose by His Excellency the Lieutenant Governor or Administrator of the Government for the time being, by and with the advice of the Executive Council; and also a sum not exceeding £250 for the support and maintenance of the Lepers to be placed in such Lazaretto; which Lazaretto Establishment is to be in lieu of the Lazaretto at present at Sheldrake Island, and to be deemed and taken as erected and established under the provisions of the Act now in force, intituled "An Act to prevent the spread of a disorder now existing in certain Parishes of the Counties of Gloucester and Northumberland," and subject in its management to the provisions of the same, in like manner as the Lazaretto on Sheldrake Island was subject.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £15 to be applied towards the purchase of one hundred acres of Wilderness Land, in the vicinity of Little Digdeguash Bridge, in the County of Charlotte, on the Road leading from Oak Bay to Eel River, in the County of York, for William M'Leod, so soon as he shall make it appear that he has built a house upon the Land fit for the accommodation of Travellers, and has resided therein for at least six months.

To

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £15 to be applied towards enabling Martin Gleason, of the Parish of Saint James, in the County of Charlotte, to purchase the lot of Land on which he is now residing.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £15 to be applied towards enabling Patrick White, of New Ireland, in the County of Albert, to purchase a lot of Land on the Road leading from said place to the City of Saint John, a distance of fifteen miles, at present without a Settler, the same to be paid so soon as it shall be made to appear to His Excellency that he has located himself upon the tract of Land, built a house, and resided therein six months.

To Patrick M'Glinchy, of the Parish of Prince William, in the County of York, the sum of £25, being Bounty for the erection of an Oat Mill and Kiln at that place, in lieu of any other Bounty.

To John Richards, of Nashwaaksis, in the County of York, the sum of £25, being Bounty for the erection of an Oat Mill and Kiln at that place, in lieu of any other Bounty.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £——, in aid of a Day Stage to run Weekly during the Summer months, from Chatham to Fredericton, in addition to the Mail Stage now running on the same line.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To the Justices of the Peace for the County of Albert the sum of £15 in aid of a Courier to run from the Post Office in Salisbury, to James M'Naughton's, in Elgin.

To the Justices of the Peace of the County of York the sum of £25 in aid of a Courier to run from Fredericton to Nackawick.

To the Justices of the Peace for the County of Charlotte the sum of £—— to provide an additional Courier to run Weekly from the lower Post Office in Saint Stephen, to Mill Town.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To the Justices of the Peace of the County of Northumberland the sum of £45 to provide for a Courier between Miramichi and Shippegan.

To the Justices of the Peace of the County of Gloucester the sum of £—— to establish a Weekly Courier between Bathurst and Shippegan, during the year commencing first June, 1849.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To the Justices of the Peace of the County of Westmorland the sum of £30 to compensate Andrew Murray for carrying the Mail Bags from Sackville to Cape Tormentine.

To James Green the sum of £20 to compensate him for the value of a Horse by him lost last Winter in the Public Service.

To Joseph Leavitt, Stage Proprietor on the Road between Fredericton and Saint Andrews, the sum of £100 towards keeping up his very efficient establishment during the present year.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £40 to compensate a Courier for carrying the Mails between Oak Point, Mahood's in the Jerusalem Settlement, Dunn's near Foot of Long Island, and the Mouth of the Nerepis.

To John Street the sum of £10 to compensate him for Ferrying Mails at the Grand Falls during the current year.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £20 to provide for carrying the Mails between Fredericton and Stanley.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £30 to provide for carrying the Mails between Saint John and Quaco.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £25 to provide for carrying the Mails between Saint John, Black River, and Ten Mile Creek.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £15 to provide for carrying the Mails between Saint John, via Caledonia and Hibernia, to Tynemouth.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £20 to provide for carrying the Mails between Saint John and Upham.

To the Justices of the Peace of the County of Westmorland the sum of £10 to provide for carrying the Mails between Sackville and North Joggins.

To the Justices of the Peace of the County of Albert the sum of £15 to provide for carrying the Mails between Harvey Post Office and Salmon River.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £15 to provide for carrying the Mails from Steves', in Westmorland, to New Canaan, through Butternut Ridge, in Kings' County.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £40 to provide for carrying the Mails between Bathurst and Pokemouche for the year ending first June 1849.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £10 to provide for carrying the Mails between Springfield and Norton the current year.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £100 to provide for carrying the Mails between Miramichi and Dalhousie semi-weekly.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £40 to provide for carrying the Mails between the Madawaska and Saint Francis.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £30 to provide for carrying the Mails between Gagetown and Salmon River.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £15 to provide for carrying the Mails between Long Creek and Sussex Vale.

To Thomas Smith the sum of £— to enable him to keep a suitable Team Ferry Boat between Douglas and Kingsclear.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the following sums for the improvement of Bye Roads in the following Counties:—

Sunbury Bye Roads :

£25	From W. Boone's to Ezekiel Seely's.
30	From the Gary road, past W. A. Carr's and Captain Earl's Lots, to Victoria Settlement.
10	From South Branch road to Morrow's Store.
10	From John Wood's to W. Boone's.
5	From Jeremiah Smith's to Gary road.
5	From Gary road to Isaac Cogswell's.
10	From Bell's to M. C. Burpe's Mill.
10	From Jacob Smith's Farm to Shirley road.
10	From Burpc's Mills through the Gordon Settlement.
5	From Patrick M'Laughlin's to George Morrow's.
10	From Bell's to W. Thompson's.
15	From the County Line to North Forks Settlement, on Salmon Creek.
10	From W. Cady's to the County Line, towards Iron Bound Cove.
10	From Hardwood Ridge road to John Whitney's, Newcastle.
10	From Justus Austin's, past Allbright's, to D. Rees'.

- £55 10 From Alonzo Taylor's to Little River Mills.
 8 From Burpe's Mills to Petitcodiac road.
 25 From Newcastle Bridge through the Hardwood Ridge Settlement.
 100 Towards erecting a Bridge over the Thoroughfare, in aid of individual subscription.
- 4 10 To James Burpe to enable him to pay a balance due for erecting a Bridge.
 5 To John Ferguson for attending the Draw Bridge at the Thoroughfare.
 10 From Gilchrist's to M. O'Leary's, Newcastle.
 10 From Little River Mills to O. Neals.
 20 From Jeremiah Tracey's to the County Line, on the Beaver Dam road.
 15 From George Tracey's to Hartt's Mills.
 7 From Isaac Dewitt's to the road leading to Hartt's Mills.
 45 From Abner Mersereau's to E. Seely's, on the new road.
 5 From Samuel Boon's to John Boon's.
 30 From Thomas Hartt's Mills to Rushagonis.
 7 10 To James Sutherland in full for balance due him for Causeway at Back Creek.
 5 From Kelly's Mills to M'Fan's Mills.
 5 From Solomon Tracey's to John M'Clusky's.
 7 10 From Thomas Hartt's through Diamond Square.
 10 From the Rushagonis road to the Oromocto, past Mott's Mills.
 4 5 From Hartt's Landing to Samuel Pride's.
 4 5 From Solomon Tracey's to John M'Clusky's.
 10 From A. Parks' to John Grass'
 10 From John Grass' to the Rushagonis road.
 10 Bridge at Carr's Brook, Rushagonis.
 10 From Greaves' to the Beaver Dam road, in addition to the sum of £9 granted at the last Session for said road, and not expended.
 10 From John Smith's, past Charles Johnston's, to Duncan's, South Stream Rushagonis.
 30 From the Bridge at Thomas H. Smith's to the County Line, past Brison's, including the Bridge.
 5 From John Conley's to John Nason's.
 25 From the Petitcodiac road to the Highway on Line between Sunbury and York.
 12 10 From the Petitcodiac road to Brannen's in the Carlow Settlement.
 7 10 From Brannen's to Shannon's.
 5 From Canny's to Gaughing's.

Gloucester Bye Roads:

- £20 For the road from the Church at Tracadie, towards the head of the Tide of Little Tracadie River, to the upper Settlement.
 25 For the road leading from the Great Road towards the new Settlement on Trout Brook.
 35 For the road from Sewell's Ferry towards the head of Tide of Pokemouche River.
 35 For the Road from Finn's Ferry towards Tracadie, on the line laid out by James Davidson in 1846.
 20 For a road from Shippegan Settlement to the Saint Simeon Settlement on Little Pokemouche.
 15 For the road from Buckley's to the Church of Pokemouche.
 20 For the road from Saint Simeon's Ferry towards Caraquet.
 50 For the road leading up the South side of the South Branch of Caraquet River.
 30 For a road from the Highway on the South side of Caraquet River, to lead between Lot No. 10, granted to Peter Therieu, and No. 11, granted to Dominique Pinnett, to the 3rd Concession.
 10 For the road to the Saint Paul's Settlement.
 4 To improve Sisk's Passage.
 5 To improve Little Pokeshaw Passage.
 5 To assist in procuring a Rail for Pokeshaw Bridge.
 40 For the road to the Black Rock Settlement.
 10 To improve the landing and road at Lot 58, New Bandon. £10

£10	For a prolongation of the Hornibrook road.
10	For a passage on Lot No. 41, to the Shore, New Bandon.
50	To open a road from the main road at Janeville to the back Settlement, leading towards the Head of Caraquet River.
8	For the road on the South side of Big Nipisiguit River, towards the Rough Waters.
15	For the road on the South side of Nipisiguit River, from the Rough Waters towards the 2d Concession.
30	For the road and approaches towards the Pabineau Bridge.
40	For the Little River Road.
60	For a prolongation of the road, commencing at Charles Doucett's, via Saint Anne's, towards Rose Hill Settlement.
15	To improve the road on the North side of Middle River, towards the Smith Settlement.
8	To cut down the Lordon Hill on the Tatagouche Road.
30	For the road on the South side of Tatagouche; out of which £1 13 11 to be paid Michael O'Brien.
20	For the Kinsale Road.
10	For the road through the Moyle Settlement.
20	For the road from Kinsale northerly towards Dumfries.
15	For the road from J. B. Roi's Grist Mill, on the North side of Elm Tree River, to Saint Joseph's Settlement on 2d Concession.
10	For the Road leading through Chambers' Land to the 2d Concession.
10	From the main road to the Shore at Belledune, on the line dividing Peter Guitair and Hugh M'Gowan's Lands.
10	From the main road to the 2d Concession, on the line between Hodgen and O'Brien.
10	For the Anderson Road.
40	For a road from the main road at Little Roche, on the line dividing Lots 34 and 35, to the 2d Concession.
25	From the main road, westerly, towards Glenmire, by the Negado Mills.
20	For a road through Lot 28, on the division line between Gregory Arsenault and Lawrence Arsenault.
19	From the main road towards the Bridge at Hadley's.
10	From the main road to the Shore on the division line between Lots 19 and 20 in Beresford.
10	For the road from Hadley's Bridge towards Glenmire Bridge.
8	For the road leading from Dunlop to Dumfries, on the Taylor line.
8	To finish the Bridge over the Brook running between Lots 9 and 10, on the main Dunlop road.
15	From the main Dunlop road towards the upper Dumfries, on the line between Lot No. 1 and the Mill Tract.
15	For a road to the Saint Louisa Settlement, to be expended on the line which divides Chamberlain's and M'Lean's Land.

Westigouche Bye Roads :

£20	On the road between Conner's and Ryan's.
15	On the road to the Sugar Loaf Settlement.
20	On the road to Lily Lake Settlement.
20	On the road from Crawford's to the Colebrooke Settlement.
10	On the road from Point Le Nimn to the Settlement in rear.
20	On the road between Lloyd's and Ryan's.
5	On the road to Eel River Forks from Miller's to Parret's.
20	On the road West side Eel River from Conley's up.
10	From the Eel River Forks to Looby's.
58 15	From the Forks of Eel River towards Colebrooke.
30	On the Breast road from Donald Fraser's towards Arseneau's.
20	From the Bridge at River Charlo, west of M'Pherson's, to the Settlement in rear.
5	To repair and open the Drain from the Great Road between M'Pherson's and Cook's.

£5	From the road to the Shore at Alexander Cook's.
15	On the line between Lots 6 and 7 to Limestone Point.
10	On the road to the Shore West side Benjamin River, past the Mill, to the Cove.
10	On the road to the Shore between C. and R. M'Alister's.
15	On the road between Doyle's and M'Carty's to the Settlement in rear.
10	On the road to the Shore between Connacher's and Malally's.
10	From Harvie's to the back Settlement.
15	On the Breast road in rear of Harvie's.
20	On the Breast road through the Doyle Settlement.
15	On the road between Black's and Archibald's.
20	On the road to the Shore between Doyle's and M'Millan's.
30	On the road to the back Settlement between Ultican's and Quinn's.
5	On the road to the Shore between M'Pherson's and Cook's.
5	On the road to the Shore near M'Intyre's.
10	On the road to the Shore west side M'Kinnon's Lots.
10	From the Highway to the Shore on Lot 76, near P. Doyle's.
5	From the Highway to the Shore between William and Ebenezer Ferguson's.
20	To explore and open a road from the Highway to Loch Broom Settlement.
30	From the Great Road to the Settlement in rear, on the line between John Murchey's and James Hamilton's.
10	For the road to the Shore between Murphey's and Shea's.
10	For the road to the Shore between Connacher's and Jeffery's, at Point Le Nimn.
20	On the road from Christopher's towards the Mouth of Upsalquitch.
140	On the Great Road Line through the County, for repairs of the Road and Bridges.

Westmorland Bye Roads:

15	For the road from Dobson's to H. Ward's.
15	For the road from E. Raworth's to Cape Spear.
25	For the road from Cape Spear to John M'Glashing's.
25	For the road from the Gaspereaux to Great Shemogue.
5	For the road from Thomas Oulton's to the Emigrant road.
5	For the road from Joseph Murray's to Thomas Oulton's.
10	For the road from William Fillmore's to Joseph Finney's.
15	For the road from the Little Shemogue to Cadman's.
10	For the road from the Emigrant road to John Allan's, near the Bay Shore.
5	For the road from the Great Shemogue to the Little Shemogue, by Bonvie's.
5	For the road from the Great Shemogue road to the Little Cape.
10	For the road from the Great Shemogue to Tedish.
10	For the road from the Great Shemogue to Alexander Anderson's.
5	For the road from Point Migic to William White's.
10	For the road from E. Chappel's to and beyond Goodwin's.
10	For the road leading from Jolicure to the Lake Settlement.
15	For the road leading from Jolicure to Point Migic.
10	For the road from Amos Fowler's to Point de Bute.
30	For the road from Alexander Anderson's to Fillmore's.
5	In aid towards building a Bridge on the road from James Hewson's to Jolicure.
15	For the road from Allen's Creek to Cape Maranguin; £4 3 6 to be paid George Lawrence, as amount due him.
15	For the road from Grand Aunce to Cape Maranguin.
10	For the Bridges on the road from Snell's Mill to Absalom Anderson's.
15	For the road North Joggins to Dorchester.
15	For the road Grand Aunce to Second Westcock Hill.
15	For the road from Sackville to Dorchester, through Fairfield.
10	For the road from Eliphalet Reed's to the Town Line.
10	For the road from Henry Ogden's to Beech Hill, by Trout Brook.
5	For the road from Beaujogon road to Courtney Sears'.
10	For the road from Charles Smith's, Beech Hill road to, Dickey's.

- £50 For the road from Thomas Ayer's, over Beech Hill, to Dorchester Great Road; £10 to be expended between Gould's and C. Charters'.
- 20 For the road from Towse's to Saint Andrews Settlement; £6 15s. to be paid Gideon Estabrooks for building Bridges.
- 10 For the road from William O'Brien's to D. Sears', across the Bog at the North Lake, and opening the road.
- 50 For the road from Towse's to the Aboushagan.
- 10 For the road leading from the Sackville road, through Somerset Hill, beyond Thomas Milner's.
- 20 For the road leading to the Public Landing at Cole's Point.
- 5 For the road from Cook's to the Great Road on the Sackville Line.
- 5 For the road from the Chapel in Dorchester around the Cornea Marsh.
- 10 For the road from Bellevous Village, through Dover, to the Great Road.
- 20 For the road from Dover to the Great Road, via R. Carter's.
- 10 For the road from DeLesdernier's Village to and through the Ayer's Mill Settlement.
- 10 For the road leading from the Dorchester road through the Blenis Settlement.
- 10 For the road from the Great Road in Dorchester to the Sackville Line, via Cook Smith's.
- 5 For the road from the Great Road in Dorchester to Landry's, via the Lake.
- 10 For the road from the Great Road, through the Guyton Settlement, on the East side of the Memramcook River.
- 10 For the road from the Chapel road to Lorang Legere's.
- 30 For the road from David Boudrot's, via Fort Folly, to Taylor's.
- 5 For the road from the Great Road to Joseph Bellevous' Mill.
- 10 For the Road and Aboideau leading from Patrick M'Ginley's to the Shediac road.
- 5 For the road from Mitten's to Asa Fillmore's, via John Mitten's.
- 5 For the road leading from the Great Road to Charles Melanson's.
- 5 For the road from Morang Tarrion's to Simon Legere's Mill.
- 5 For the road from the Shediac road to the French Settlement.
- 20 For the road from Shediac road to and through the Manudie Settlement.
- 5 For the road from Budrot's in Barrichoi to the Settlement back of Ohio.
- 10 For the road from the Chapel in Barrichoi to the old Mill.
- 10 For the road from Barter's Cove to John M'Dougal's.
- 5 For the road from Peter Babinot's, North side of Shediac River, to Newman's Mills.
- 15 For the road from John M'Dougal's to Irish Town road.
- 10 For the road from Courtney Kinnear's to Cornea's Meadow.
- 20 For the Bridge over Shediac River near Clements'.
- 5 For the road from Shediac road to Gilbert's Mills.
- 40 For the road from South East Branch Aboushagan River to Sackville road; £35 of which to enable the Commissioner to pay for a Bridge already erected.
- 5 For the road from Joseph Galong's to Kouchiboguaac.
- 50 Towards the Aboushagan Bridge.
- 7 For the road from Shediac road to Harris' Mills.
- 5 For the road from Shediac road to Jerry O'Neil's.
- 10 For the road from Irish Town road to J. C. Wood's, through the Communication road.
- 10 For the road from Hall's Creek to and by Michael M'Farlane's.
- 20 For the road from Lutz's Mountain to Steves' Mountain.
- 10 For the road from the Great road to the Steves' Mountain Settlement.
- 10 For the road from Steves' Mountain to the Fredericton road by Killams' Mills.
- 10 For the road from the M'Lauchlan road to Indian Mountain.
- 15 For the road from James M'Fec's, to and by Daniel Wheaton's, up the South side of the North River.
- 5 For the road from the Butternut Ridge to Jonathan Hick's.
- 10 For the road from Alexander Kinnear's to Joseph Chapman's.

- £10 For the road from Kings', on the Butternut Ridge, along the line dividing the Arnold Grants.
- 20 For the road from the Great Road to Butternut Ridge.
- 20 For the road from James Blakeney's to Corn Hill, via North River.
- 10 For the road from Charles Blakeney's to Thomas Fawcett's.
- 15 For the road from the main road at Scott's to the Fredericton road, via North River.
- 5 For the road from Alexander Cain's to the County Line.
- 5 From the Great Road to Pollett River, via Haslet's Mill.
- 13 For the road from the Bye Road to the Line of Albert County, leading to R. Stiles'.
- 10 For the road from Butternut Ridge to Corn Hill.
- 15 For the road from the Bend through Irish Town.
- 15 For the road from the Bend to the Mountain Settlement.
- 5 For the road from the Great Road, via Charles White's, through the John Gould Settlement.

Northumberland Bye Roads :

- £10 For the road from Moodie's Point to James Ryan's.
- 5 For the road from Patrick Hall's to Bartibogue.
- 25 From the angle in rear of Alexander Morrison's to Burnt Church Point, thence to the Great Road near Indian Brook ; £19 of which to be paid to James Davidson, Commissioner, for expenses incurred in widening road and removing fences.
- 10 For the road from Simpson's to Peter Davidson's.
- 10 For the road from Upper Neguac to the Settlement in rear thereof.
- 20 For the road from Great Road to Gaspereaux, by M'Leod's Mill.
- 5 From the Great Road to the Church, South side Tabusintack River.
- 15 For the road from Lower Neguac to Stymist's Mill.
- 15 For the road between Edward O'Brien and William Blake, Tabusintack.
- 10 For the Road from Emigrant Settlement, South side Tabusintack River, to the Shore.
- 10 For the road down the West side of French Cove, towards the Mount of Tabusintack River.
- 10 For the road on the North side Tabusintack River to the Public Landing.
- 10 For the road on the line between Lots 75 and 76, Oak Point, to the Great Road.
- 7 10 For the road on the line between Allan M'Donald and Charles Hickey.
- 9 For the road from Curry and Blake's Farm on the North side of Bartibogue River.
- 5 To James W. Hierlihy for Ferry Slip, South side Tabusintack River.
- 10 From the Settlement in rear of Moorfield's to the Bathurst road near Russell's Mills.
- 15 From the westerly end of Bartibogue Bridge to the Bathurst road near Russell's Mill.
- 5 From Curry's to M'Mahon's, South side Bartibogue River.
- 10 From Portage River to the upper line of Lot No. 9.
- 5 From Lewis Sipplai's, towards the Mouth of the River, till it strikes the road laid out by Deputy Peters.
- 15 From Black River Bridge to John M'Kay's on the Richibucto road.
- 15 From Turtle Cove on towards Kingston's on the Bay du Vin River.
- 15 From the Mills to the Richibucto road near Dickens'.
- 25 From the Richibucto road to the Conroy and Power Settlement.
- 25 5 From the Bridge, North side Black River, to F. M'Rae's, and to the Mouth thereof.
- 10 From Point Aux Car to Black River, opposite Saint Stephen's Church.
- 10 From Richibucto road to the upper Settler, North side Black River.
- 15 From Foley's Mill to the upper Settler, South side.
- 30 For the road from near Hannay's clearance to the Weldfield Settlement ; £7 10s. of which to Glynn and Brady's residence, and £7 10s. to John Morrison and others. £30

£30	Towards improving the road from Bay du Vin River to O'Bair's Creek.
15	From the Weldfield Settlement towards James Lynch's residence on the Richibucto road.
5	From the Richibucto road to the residence of John Cameron.
5	From the Hard Wood Ridge, near Henry Sergeant's, to John Sullivan's lower line.
5	From Angus Sinclair's to Foley's Mill.
5	From the Highway to Saint Stephen's Church, Black River.
5	From the Highway to the Church at Escuminac.
10	For opening road on Hamilton's lower line to the back Lots, according to the line laid out by Deputy Peters.
10	For a Scow at the Mouth of the Bay du Vin River.
10	For Bridge over Antonio Durell's Brook.
10	From Casey's lower line up to Portage River.
20	From opposite Boiestown, north side, to the eastern extremity of the Parish of Ludlow.
15	From Blissfield Mills to the Hovey Settlement, through the Price and Hovey Settlements.
5	To pay for alteration of road through improved Lands from the County Line to Texas River, where it passes through the Fairly property, to be paid when the road is opened.
10	For Bridge at Chatham Head.
20	From Alexander Murdoch's, north side Napan River, upwards.
20	Towards Bridge across Napan River, on the road leading from Saint John's Church to the Weldfield settlement.
15	For the road in rear of the front Lots in Chatham, commencing at John Henderson's upper line, back to Thomas M'Donald's, and from thence to the Nelson line; and from Carroll's, in the rear of the second division of Lots, upwards until it reaches the line forming the Parish of Nelson.
7 10	For the road below the Parsonage to the second tier of Lots.
10	From near Sutton's Barn to the Oates Settlement.
5	From Murphy's, on the Nowlan road, to Wilson's.
7 10	For road in rear of the Nowlan Settlement, through the M'Namara and Wallace Settlements.
10	From Morrisy's lower line and to extend towards the high Landing near John Dunn's.
30	From Barnaby's Mills to Tobin's, and from thence to Indian Town.
10	From Saunders' Grist Mill to the Settlement on the right hand Branch of Barnaby's River.
15	For the road south side Barnaby's River, through the Semiwagan Ridge.
15	From Flett's Cove to Barnaby's River, through the Nowlan Settlement.
7 10	From Jared Betts' to lower Williamstown Settlement.
5	From Philip Kelly's to the Highway, and from thence to the River at the most convenient place.
5	From John and Patrick Powers' Lots, and to extend upwards between the first and second tier of Lots.
10	From Timothy Ivory's to Michael Nowlan's on the third Concession of Lots, and from thence to Denis Mahony's on the fourth Concession.
10	From Flett's Cove to Barnaby's Mills.
25	From Beaubair's Point to Cuppage's and White's.
7 10	From M'Tavish's lower line to the School House in the Williamstown Settlement.
7 10	For road opposite Hutchinson's Ferry, on the North West, to the South West Branch, through the Williamstown Settlement.
15	From Cuppage's and White's, through the Indian Tract, to James Holme's Farm on the Little South West.
15	For road from James Holme's to the upper Settlement on the Little South West.
10	From James Johnston's to John Menzie's, and from thence to Felix Mackie's Farm.
10	From M'Mahon's Farm to Henderson's and Estey's.

- £30 On the new line of road from Matchet's towards Peabody's Farm.
 30 From Newcastle to Chaplin Island.
 10 To improve the road from Oxford's Cove to Matchet's Cove.
 25 From Cumming's Farm to Flynn's and Allison's.
 15 From opposite James Holme's, north side little South West, up to John Mackie's.
 5 From Jared Towzer's Farm to the lower Williamstown Settlement.
 50 Towards the erection of a new Bridge across M'Kay's Cove.
 5 For road from Oxford's Brook to the Crowley and Jackson Settlements.
 8 For road from Dixon's Ferry road to John M'Donald's Farm, north side Miramichi River.
 10 For exploring and opening road from Moorfield's to the County Line.
 5 For road from west side French Fort Cove, back.
 10 Towards exploring and opening a road from Great Road leading to the second tier of Lots between Newcastle and the North West Ferry.
 10 From Indian Town to James Donaldson's Farm, Renous River.
 20 From John Gowan's, Mouth of the Dungarvon, to Bartholomew's Mills.
 10 From the lower Settlement in Dungarvon, through Basset's clearance, to the road from the Mouth of Dungarvon leading to Bartholomew's Mills.
 15 From Bartholomew's Mills to the Bredalbane Settlement.
 15 From M'Laggan's Mills on the north side of Bartholomew's River to the upper Settlement.
 20 From Bartholomew's Mills to the Forks north side of the South West, and thence up River to the Great Road at M'Dermead's.
 20 To open and explore road from Timothy Donovan's, west side of Renous River, to M'Laggan's Land.
 30 On the south side of the South West from Indian Town to the Forks on the Cain's River.
 20 For road leading from Cain's River to Sabbie's Mills.
 15 From Sabbie's Mills to the Horse Shoe on the south side of Cain's River.
 15 From the Horse Shoe to the Main South West, agreeably to Saddler's line.
 10 From John Donald's, on the South West Branch of Miramichi, till it strikes the road to the Settlement on Cain's River, coming out on the South West.
 10 From Patrick Shinnock's, north side Cain's River, to the upper Settlement at Whelan's Brook.
 10 From William Hogan's to Doak's Mills, south side of the South West of Miramichi.
 9 From Swim's Ferry to the Big Hole Brook, north side.

Charlotte Byc Roads :

- £50 To complete the turnpiking on the Glenelg road between M'Guire's and Linton's.
 50 For the Glenelg road, to turnpike the same through the Burnt Land, and between Woodin's and Widow Newel's
 10 For the road from the School House near Camack's to Thomas Cameron's, by John Cockburn's.
 7 10 For the road from Lake Stream Bridge to Henderson's.
 20 For repairs to the Bridge leading round the Basin at Digdeguash.
 5 For the road from Cathcart's to Andrew Quaid's.
 7 10 For the road from Robert Parks' towards the Clarence Settlement.
 10 For the Pleasant Ridge road, between William Wilson's and Bonny Brook.
 10 For the Pleasant Ridge road between Bonny Brook and John Smart's.
 7 10 For the road from Linton's Mill to M'Kenna's.
 15 For the Pleasant Ridge road from William Smart's to Bridge's Farm.
 10 For the road from the Meeting House, by Clarke's, to M'Ray's.
 10 For the road from Thomas Campbell's to the Flume Ridge.
 50 To raise the Bridge at the Lath Machine, and repair the Glenelg road between James Linton's and the Saint John road.
 10 For the road from the Fredericton road to M'Farlane's Tannery.
 10 To repair the Bridge at Bartlett's Mills. £40

- £40 For repairs on the Frye road, at the discretion of the Commissioners.
- 30 For improving the Common at the south east end of the Town of Saint Andrews.
- 30 In aid of Statute Labour for the building of a Stone Bridge over the Brook at Tuft's Cove, on the road to Joe's Point.
- 5 For the road from William Cunningham's, on the Glebe, to the Shore of Saint Andrews Bay.
- 10 For the road from the Saint John road to Corvin's Beach.
- 10 To gravel the road from Indian Point, round the road, to Patrick Street.
- 7 To improve the road from Andrew Green's to the Pond Hole.
- 7 10 To improve the road from Pond Hole to Stephen Stewart's.
- 7 For the road from Stephen Stewart's to Cyrus Mowry's.
- 7 For the road from Cyrus Mowry's to William Ferris's.
- 7 For the road from Price's Farm to Parker's.
- 10 For the repairs of Bridges at the north east end of the Island.
- 7 10 For repairing the Bridges at each end of Dick's Pond.
- 7 10 For removing Stumps and to complete the Turnpike from Kiendrick's to Harbour DeLute.
- 7 10 To complete the turnpiking from Curry's Cove to Head Harbour.
- 7 10 For the road from Gilligan's to Todd's Barn.
- 12 10 To repair the Bridges from Finney's to Curry's Cove.
- 5 To repair Drains and Bridges from Welsh Pool to Man of War Head.
- 40 For repairs to the Roads and Bridges on the Island of Grand Manan.
- 20 From Messinett's Mill to the Saint John road, Pennfield; £5 of which to open the road to Ward's Lot.
- 5 From Mealy's Barn towards M'Dermott's Farm, Pennfield.
- 5 From Hunter's Mill to Thomson's Ship Yard, Pennfield.
- 10 From Dowd's Cove, by Shaw's Farm, to the Saint John road, Pennfield.
- 25 From New River to Dowd's Cove, Pennfield.
- 12 10 For the road through Maces Bay, Pennfield.
- 7 10 From New River Mills to the Maine road, Pennfield.
- 10 From Dunbar's towards Crow Harbour.
- 10 From Crow Harbour to Popologan, Pennfield.
- 5 From Crow Harbour road to Seelye's Cove, Pennfield.
- 10 From Black's Harbour to Crickett's Farm.
- 7 10 From Crickett's Farm to Justison's road, Pennfield.
- 5 From Wooland's to Negro Cove, Pennfield.
- 20 From the Upper Mills towards the Flume Ridge, Saint George.
- 4 10 From Bridges' Farm to Pomeroy's, Saint George.
- 10 From Pomeroy's to Patterson's, Saint George.
- 7 10 From the Upper Mills to the Red Rock, Saint George.
- 7 10 From Kent's Mills to the Maine road, Saint George.
- 7 10 From the Upper Mills to the Canal at Thorn's.
- 25 For the Bridge over the Canal, Saint George.
- 7 10 From the School House, Back Bay, to Le Tete, Saint George.
- 7 10 From Le Tete to the Pound, Saint George.
- 10 From Greerson's Farm to the Mascaren road, Saint George.
- 10 From Ferguson's to the King's Watering Place, Saint George.
- 7 10 From the Lime Kilns to the Pound, Saint George.
- 10 From the Lime Kiln road towards the School House, Saint George.
- 10 From the Back Bay road to Frye's Island, Saint George.
- 32 10 From the Saint Andrews's road, over the M'Gee Manor, to Hanson's, Saint George.
- 15 From Irish Town toward the Portage Landing; £12 10 to remunerate Benjamin Williams for a balance due him by the Commissioners.
- 12 7 6 For the Upper Portage Landing, Saint George, and the road adjacent thereto.
- 10 To remunerate William Mahood, Deputy Surveyor, for Plans and Survey of Bye Roads in the County of Charlotte, Saint George.
- 12 For the road leading from Basswood Ridge to Campbell and Allen's Mill in Saint James.

- £10 For the road leading from Basswood Ridge to Buchanan's in Saint James.
 7 10 To improve the Pinkerton Hill in Saint James.
 10 For the road leading from Thomas Fullerton's to the Baillie Settlement in Saint James.
 5 For the road leading from Daniel M'Bride's to the main road in Saint James.
 8 For the road leading from the Bowery to the Burnt Land road in Saint James.
 15 For the road from Oak Hill to the Canoose Bridge in Saint James.
 25 For the road from Potter's Hill to Hitching's Mill in Saint James.
 8 For the road from William Maxwell's to Moore's Mill in Saint James.
 20 For the road from Israel Peake's past Sharman's Mill in Saint James.
 10 For the road from the Baillie Settlement to the Anderson Settlement in Saint James.
 7 10 For the road from Thomas Cain's to the Woodstock road in Saint James.
 7 For the road from the Burnt Land road to the Kirk in Saint James.
 7 For the road from John Pomeroy's to Little Ridge in Saint James.
 23 For the road from the Kirk to Gleason's in Saint James.
 8 For the road leading from Hitching's Mill to the Little Ridge in Saint James.
 12 To improve the Chandler road in Saint Stephen.
 13 For the road leading from the Chandler road to Little Ridge.
 7 10 For the road from the Ledge, in Saint Stephen, to Saint David's Line.
 8 For the road leading from the Woodstock road to John Arbuckle's, Saint James.
 14 For the road from Moore's Mills, in Saint James, through the Valley, to Upton's Farm in Saint Stephen.
 8 For the road from Lemain's Farm to Jackson's Hill in Saint Stephen.
 20 For the road leading from William Libbie's corner, in Saint Stephen, to the Basswood Ridge, in Saint James.
 5 For the road from Joseph Turtlelott's to the Basswood Ridge in Saint Stephen.
 5 For the road leading from the Basswood Ridge road to Daniel Splann's in Saint Stephen.
 20 To improve Pine's Hill, in Saint Stephen.
 10 For the road from the Parish Line, in Saint James, to Thomas Sullivan's corner.
 20 For the road leading from Michael Coughlan's towards the Chandler road, in Saint Stephen.
 15 For the road from Smith's Mill to Lawrence's, in Saint James.
 15 For the road from Devoy's corner, in Saint David, to Wyman's, in Saint James.
 15 For the road from Devoy's corner towards Moses Reed's, in Saint David.
 15 For the road from Devoy's corner to Sharman's, Saint David.
 8 For the road from Tower's corner past Patrick Devilen's, in Saint David.
 10 For the road from Mitchel's past Dickey's Mill, in Saint David.
 12 For the road from M'Cann's towards Moore's Mills, in Saint David.
 18 2 6 For the road from Moore's Mills, in Saint David, to the Woodstock road.
 8 For the road from the old Meeting House corner to Denny's Stream, in Saint David.
 10 To remunerate William Lever for rebuilding a Bridge last year, under direction of the District Commissioner.
 10 For the road from the Head of Oak Bay towards the Ledge, in Saint David.
 10 For the road from John Ragan's to Jacob Reed's, in Saint David.

Kings' County Bye Roads:

- £15 To assist in building a Bridge over Trout Creek, near Luke Harrison's.
 7 For the road from Silas Deforest's to the main road.
 7 For the road from the main road, near Hayward's, to the Settlement of Patterson and others.
 10 For the road from William Drummond's to the new road from Sussex Vale to Loch Lomond, by the way of William Storey's.
 10 For the road from John M'Mongle's to Campbeltown.
 8 For the road from Nicholas Roache's to Campbeltown.

- £7 For the road from Drummond's to Joliff's Mill.
- 7 For the road from Long's west line to John Walker's.
- 7 For the road from Benijah M'Kenzie's to John Carson's.
- 7 For the road from John Duray's to John Ryan's.
- 15 For the alteration of the road from Jeffries' Saw Mill to John Hagerty's.
- 7 For the road commencing at John Marshall's and leading to the lower end of the Londonderry Settlement.
- 7 For the road from the Widow Patten's, on the Shepody road, to the Walker Settlement.
- 7 For the road from Moore's Mill to John Martin's.
- 8 For the road from Samuel Freeze's south east corner to James Wortman's and others on Range No. 5.
- 8 For the road from Samuel Goddard's to the Cedar Camp.
- 5 For the road from M'Anaspey's to Daniel M'Alister's.
- 5 For the road from M'Anaspey's corner to Thomas Long's, by way of Michael Martin's.
- 7 For the road from the Cedar Camp to Seeley's Mill.
- 9 For the road from Patrick Walsh's to the Shepody road.
- 7 For the road from Martin's road, south east, across the outlet of Pollet River Lake.
- 7 For the road from the road leading to the Bay Shore to the Settlement of Francis M'Nair and others.
- 8 For the road from near Peter Ketchum's to the main road near Leek's.
- 5 For the road from the School House by the way of Daniel Madden's.
- 10 For the road from Samuel Gosling's to Manning's road, by way of John King's.
- 7 For the road from the road near Henry Coate's to the Settlement of Morgan and others.
- 8 For the road from near William Marr's to James Plum's.
- 10 For the road from Coldwell's to William Avery's Brook.
- 7 For the road from John Barrett's to Thomas Fennell's.
- 10 For the road from Butternut Ridge to New Canaan.
- 8 For the road from John Perrey's to Connell O'Boyle's.
- 7 For the road from John Gillin's to M'Grigor's Mill.
- 8 For the road from David Johnston's to the road leading from Bellisle to the Mill Stream by way of Nathaniel Johnston's.
- 15 To assist in rebuilding the Bridge over Smith's Creek, near Henry Leonard's.
- 5 For the road from Benjamin Belding's to the road near Stephen Scofield's.
- 10 For the road from Henry Weyman's to Henry Parlee's.
- 5 For the road from Samuel Elliott's to the Ridge road.
- 7 For the road from Richard Marr's to the Queens' County Line, by Chapman's.
- 7 For the road from M'Alister's to Christy's.
- 10 To repair the Bridge over the Mill Stream near Lister's.
- 7 For the road from Nelson M'Culley's to John Crosman's.
- 7 For the road from John Kierstead's, by the way of Robert Patterson's.
- 7 For the road from John Darling's to John Gregg's.
- 8 For the road from Christopher Sheck's to Samuel E. Parlee's.
- 5 For the road from Leeper's Lane to Michael Roach's corner.
- 12 For the road from Smith's Creek road to the Settlement of Lumbert and others.
- 10 For the road leading from Schoal's Mill, north, to Walen's Lake, and from thence to the Sparling road.
- 7 For the Road and Bridge between William Scott's and the Shepody road.
- 7 For the road from Aaron Scott's to the new Quaco road.
- 5 For the Wallace road.
- 9 For the road from Ammon Fowler's to the new Line of road to Sussex; £1 14 1 of this to be paid to David Faulkner, being a balance due in 1841.
- 7 For the road from Noah Tabor's to the County Line towards Saint Martin's.
- 7 For the road from the new Line of road between Hammond River and Quaco, by way of William Deven's, to intersect the Mount Theobald road, to the County Line. £8

- £8 1 3 For the road from the Salt Spring to Campleton.
 7 For the road from the Salt Spring to Deforest Lake.
 7 For the road from James Campbell's to Samuel Handlin's.
 5 From James Campbell's, Junior, to Jenkinson's.
 25 To rebuild the Bridge near Baird's.
 10 For the new road from Kilpatrick's to the Bridge near Barnes'.
 5 For the road from the South Stream to the County Line, near M'Afee's.
 8 For the road from Anthony Crockett's, north side of Loch Lomond, to the road leading to the upper settlement.
 7 10 For the road from the School House, near Titus', to John C. Robertson's.
 10 For the road from Smith's Mill to M'Creedy's.
 5 8 9 To James Smith, being a balance due to him on the Bridge near Smith's, as per Commissioner's Report.
 10 For the road from James Beyea's to Noah Fowler's.
 10 For the road from Smith's Mill to Loch Lomond.
 10 For the road from near Quinlin's Blacksmith shop to John Keller's.
 10 For the road from John Brown's to the Post road, by Michael Gallagher's.
 10 For the road from Main's, by Colonel Wetmore's, to intersect the main road near John Wright's.
 20 To improve the Steam Boat Landing at Hampton.
 20 For the road from Snow's Mill to Monmoth Fowler's.
 15 To improve the road from the Bridge at Darling's Island to the high land.
 20 For the road from Groom's Bridge to Hendricks'.
 5 For the road from Barney M'Kena's to John Gallagher's.
 5 For the road from William Ross' to Michael Denney's.
 9 For the road from the School House near Floyd's to Wilson's.
 8 For the road from D. Floyd's to the Lot owned by James Innis.
 13 To assist in erecting a Bridge at Thomas Coats' Mill.
 10 For the Guthrie road.
 7 From the Island of Woods to the Post road.
 6 For the road from Wilson's to the settlement of French, Watson and others.
 27 To Joseph Baxter and James Stark in part for losses sustained in the suit of Isaac Foshay against them as Commissioners.
 15 For the shore road from the late Captain Perry's in Kingston, to James Ketchum's.
 7 For the road from near Perry's Brook, by Purvis', towards Nutter's.
 10 For the road from the Long Reach, near Sugget's, to the Mill, late Bates'.
 5 For the road from Chatley's, in the Midland, to Walton's.
 10 For the road from Walton's to Kingston Creek.
 10 To complete the new road by the point of the Mountain.
 8 For the road from Pickett's Mills towards Henry Worden's.
 15 For the road from Wetmore's Mill Pond through to the Long Reach by William Puddington's; one half thereof to be expended between the Midland road and the Long Reach.
 10 For the road from R. Nichol's to Wetmore's Mill Pond.
 15 For the road from White's Mills to Henry Williams', Long Reach; one half thereof to be expended between the Midland road and the Long Reach.
 10 For the Neck road, so called, from James White's, Kennebecasis, to the Long Reach.
 7 For the road leading from the Neck road to William Worden's, towards the Milkish.
 10 For the Winter road from the Head of the Milkish Creek to Burnt Cove, near Seely's Point, Long Reach.
 15 For the Ketchum road from Pickett's Mills to Kennebecasis.
 5 For the road leading from the Ketchum road to Robert Nutter's, and thence towards Purvis'.
 8 For the road from Robert Smith's to the Pickwaket road.
 5 For the road from Erb's Landing to Peter M'Kenzie's.
 12 To repair the Bridge near James Peters', Bellisle; of which the sum of £4 12 6 to be paid to James Peters for over-expenditure the last year.

- £7 For the road from Grand Bay to the Fowler settlement and its Branches, in Westfield.
- 8 For the road from the Fowler settlement back to the Mitchell settlement.
- 10 For the new road from Daniel Wark's to the Queens' County Line.
- 7 For the road from Long Reach to Heightle's corner, in the Cheyne settlement.
- 8 For the road from Heightle's corner to the 3d tier of Lots.
- 10 For the road from the Cheyne settlement to Goose Creek, and thence to Salmon Rock.
- 7 For the road from Goose Creek Bridge to Mr. Hazen's gate.
- 8 For the Kemble road leading from the Shore road back to the Wallis road.
- 10 For the road from the Wallis road to Stephen Cronk's, and for the Branch leading easterly therefrom.
- 10 For the road from Joseph M'Coy's south west line to Robert Salter's north east line.
- 10 For the road from Fenwick's south west line to the road leading from the Milkish to the Long Reach.
- 10 For the road from Thomas Souther's to Isaac Harrison's south west line.
- 15 For the road from James B. Lyon's, Long Reach, to the Milkish.
- 10 For the road leading from the Lyon's road, round the Head of the Milkish, to the Harrison road.
- 8 For the road from settlement of John Crabb, Junior, in Greenwich, to the Shore.
- 7 For the road from Thomas Wallis' to the Shore.
- 10 For the new road leading from the Wallis settlement to the Yorkshire road, near Coughlan's Mill.
- 10 For the road from near Pauls', in the Menzie settlement, to the Queens' County Line, on the new road leading to near Crozier's on the Gage-town road.
- 8 For the worst parts of the Yorkshire road from Jones' Mills to Queens' County Line.
- 8 For the road from George Jones' to the cross roads in the second tier of Lots.
- 7 For the road from the cross roads, in second tier, to John Hamilton's, in third tier.
- 7 For the road from Sterrett's towards the Yorkshire road, by William Bogle's.
- 5 For the road from Andrew Hamilton's corner to Queens' County Line.
- 5 For the road from the Big Brook, near Thomas M'Namara's, to the main road leading across the second tier of Lots.
- 8 To aid in making the alterations in the road near Elias Flaglor's.
- 5 For the road from near Thomas B. Flewelling's to Nathaniel Flewelling's, and on towards the back Lands.
- 15 To aid in making the alteration in the road between Charles L. Richards' and Moses Brundage's.
- 10 For the road from Asa Jones', on the Bellisle, to David Jones', near Shaw's Cove, on the River Saint John.
- 7 For the road from Jenkin's Cove to the back settlement, by Brayman's.
- 7 For the road from John Vanwart's to John Emmick's, through the Pidgeon settlement.
- 10 For the road from William Scribner's to John Record's.
- 10 For the road from near Thomas Daley's to the road near Garrot Morrel's, including the alteration by Nixon's.
- 8 To cut down a Hill and improve the road near Willigar's Creek.
- 10 For the road and Bridge between Samuel Scribner's and shore road at Bellisle Bay.
- 5 For the road from James Lake's back to the County Line, to be expended between the Beaver Dam and the County Line.
- 10 To aid the inhabitants to erect a Bridge across the Brook on the road from the West Scotch settlement to the main road leading to Spragg's Point.
- 8 To assist in erecting a Bridge on the road from Spragg's Point towards Washademoak, by Peter Spragg's.
- 5 For the road from Eli Northrup's to the East Scotch settlement.

- £5 For the road from the School House to the County Line, by Sherer's.
 5 For the Maxwell's road from Anderson's line towards the Irish settlement.
 10 For the road from Samuel Marvin's to Thomas Benson's.
 7 To repair the Bridge across Bellisle Creek near Jessie Gillies'.
 5 For the road from the Widow Guiou's to Wesley Colpitt's.
 5 For the road from the School House, near Elijah Spragg's to William Burns'.
 5 For the road from the School House near Joseph Adams' to front line Lot No. 3.
 5 For the road from Cromwell's Hill, by Smith's, to the West Scotch settlement.
 5 For the road from the Irish settlement, on the line between William Gordon's and Francis Gallagher's, to the English settlement road.
 10 For the road from the Bellisle to Coate's Mill.
 5 For the road from Redstone's Mill to Elias Northrup's.
 5 For the road from the Irish settlement to C. G. Northrup's Mill.
 5 For the road leading from Robert Read's to Andrew Shanklin's.
 5 10 For the road from Mrs. Spragg's to the Midland road.

And the Chairman further reported, that he was directed to ask for leave to sit again to-morrow.

Ordered, That the Report be accepted, the Resolutions as passed in the Committee engrossed, and that the House do to-morrow resolve itself into Committee of the whole, and resume the further consideration of Supplies to be granted for the Public Service.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House that the Council had concurred in

The Resolutions of Appropriation sent up from the Assembly dated severally the twenty sixth, twenty seventh, and twenty ninth days of March last, and the second day of April instant, with the exception of the following Grants:—

To Isaac Springstead, of Quaco, in the County of Saint John, an old Soldier of the Revolutionary War, the sum of ten pounds:

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of three hundred and fifty pounds in payment of the balance due Francis Elliot for the erection of a Bridge over Bathurst Basin, in the County of Gloucester, including allowance for extra work in raising the height of the Bridge, in full of all demands for principal and interest and extra work for and on account of said Bridge, and as a final settlement of the transaction:

To Patrick Bennett the sum of five pounds to remunerate him for services performed as a licenced School Teacher in Norton, Kings' County, ending May the first, one thousand eight hundred and forty seven:

To W. E. Snow and Sons the sum of fifty pounds to aid them in the completion of their Woollen Manufactory at Hampton, Kings' County, the same to be in full of all encouragement:

To Joseph Pickard, a licenced Teacher, the sum of ten pounds to remunerate him for teaching a School in the Parish of Douglas, County of York, for a period of six months ending the first day of June, one thousand eight hundred and forty eight:

To Mary M. Leggett the sum of twenty pounds to remunerate her for teaching a School in the Parish of Studholm, Kings' County, for the year one thousand eight hundred and forty eight:

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of three hundred pounds to provide for the payment of certain work done in erecting the Arestook Bridge:

To George Cumming, a Schoolmaster in the City of Saint John, the sum of twenty pounds to remunerate him for having taught for several years many poor Children gratis.

In which Resolutions the Legislative Council do not concur.

The Honorable Mr. Partelow, 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 eighth day of March last—

Returns

Returns from the Clerks of the Peace in the several Counties, in reference to the appropriations made under Act 9 Victoria, chapter 52, to provide for the necessities occasioned by failure of the Potato Crop.

On motion of the Honorable Mr. L. A. Wilmot,
The House went into Committee of the whole on a Bill to amend the Laws relating to Juries.

Mr. Woodward 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. Boyd,

The House went into Committee of the whole on a Bill further to facilitate the making of a Rail Road from Saint Andrews to Woodstock, with a Branch to Saint Stephen.

Mr. Taylor 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. R. D. Wilmot,

The House again went into Committee of the whole on a Bill for regulating the shipping of Seamen in the Port of Saint John.

Mr. Cranney 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 said Bill.

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

The House adjourned until to-morrow morning at 9 o'clock.

Thursday, 5th April, 1849.

Prayers.

Read a third time as engrossed,

A Bill for regulating the shipping of Seamen in the Port of Saint John.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill to amend the Laws relating to Juries.

Resolved, That the Bill do pass.

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

Read as engrossed,

The Resolutions of Appropriation made and passed in Supply yesterday the fourth day of April instant.

Ordered, That Mr. Hayward do take the said Resolutions to the Council, and desire their concurrence thereto.

On motion of the Honorable Mr. Partelow,

The House went into Committee of the whole, under the adjourned proceedings of yesterday, and resumed the further consideration of Supplies to be granted for the Public Service.

Mr. Botsford in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The

The Chairman reported, that the Committee having the matters referred to them again under their consideration, had passed a number of Resolutions; and he having read the same, handed them in at the Clerk's Table, where they were again read, and are as follow:—

Resolved, That there be granted

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £142 to reimburse the Honorable James Davidson, Secretary to the Board of Commissioners connected with the Lazaretto on Sheldrake Island, Northumberland, the balance over-expended by them for the support of that Establishment the past year.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £400 towards the support of the Lazaretto Establishment on Sheldrake Island, prior to its contemplated removal to Tracadie.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £—— to provide for the services of several Medical Gentlemen in making a general Vaccination in Saint John City and the Parish of Portland, and for attendance upon the Poor affected by the Small Pox, by order of the Government, during the general prevalence of that loathsome disease in the said City and Parish the past year.

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

YEAS.		NAYS.	
The Hon. Mr. Partelow,	Mr. Woodward,	The Hon. Mr. Speaker,	Mr. Landry,
The Hon. Mr. Wilmot,	Taylor,	Mr. Carman,	Smith.
Mr. Thomson,	M ^c Leod,	J. Earle,	
Barberie,	Porter,	Wark,	
R. D. Wilmot,	Boyd,	Gilbert,	
Ansley,	Ritchie,	Montgomery,	
Connell,	Jordan.	Steeves,	

And it was thereupon carried in the affirmative, and the blank filled up with the sum of £150.

To John Walsh the sum of £40 for having taught a School at Saint John, for two years, ending first February, 1848.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £50, in aid of individual subscription, towards the support of a School at Fredericton for the education of Poor Female Children, under the auspices of the Lord Bishop of Fredericton.

To Michael Tunney the sum of £10 for six months services in teaching a School in the Parish of Simonds, County of Saint John, ending eighth September, 1848.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £300 for the improvement of the Roads through the Lands of the New Brunswick and Nova Scotia Land Company.

To Gershom Bonnell, an old Soldier of the Revolutionary War, the sum of £10 to assist him in his present destitute circumstances.

To Daniel Jones the sum of £25 to remunerate him for the application of an improved method for the ringing of Fog Bells by Machinery, under the direction of the Commissioners of Light Houses; the same to be taken from the Light House Fund.

To the Commissioners of Light Houses for the Bay of Fundy the sum of £1,750 for Contingencies for the present year; the same to be taken from the Light House Fund.

To Isaac Woodward the sum of £150 for his services as Corresponding and Recording Commissioner of Light Houses, up to the thirty first day of December last; the same to be taken from the Light House Fund.

To the Commissioners of Light Houses for the Bay of Fundy the sum of £20 for improving the Road from Dipper Harbour to the Light House.

To the Commissioners of Light Houses for the Bay of Fundy the sum of £250 to pay the proportion of expense allowed by this Province towards the support of the Brier Island and Cape Sable Seal Island Lights, in Nova Scotia; the same to be taken from the Light House Fund.

To the Commissioners of Light Houses for the Gulf of Saint Lawrence the sum of £100 to pay the balance due them, and for Contingencies for the present year; the same to be taken from the Light House Fund.

To

To James Steen the sum of £—— to remunerate him in part for expenses incurred in defence of his Title to Lands granted by the Government, and leased to him for Lumbering purposes.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To James Wilson the sum of £42 6 4, costs incurred by him in defence of his Title to Lands, as reported by the Select Committee of last year, the necessary Vouchers having now been produced.

To Margaret Thompson the sum of £37 to enable her to purchase from the Reverend Doctor Alley thirty seven acres of Land on which are her improvements; the same having been found to be within the limits of the Grant to the Reverend Doctor Alley.

To Enoch Dow the sum of £—— to enable him to purchase from the Government other Lands at the rate of 5s. per acre, in lieu of money in the hands of the Government, for improvements made by him, and sold by order of the Government.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To the Chairman of the Committee on Public Accounts the sum of £100 for past services, and that no Grant be made for this service in future.

To Jane Moore, a licenced Teacher, the sum of £—— to remunerate her for teaching a School in the Parish of Fredericton for nine months ending in May 1848.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £—— towards encouraging a semi-weekly Courier between Fredericton and Saint Andrews to the first day of May, 1850.

Upon the question for sustaining this Resolution, the Committee divided—

YEAS 14.

NAYS 16.

And it was thereupon decided in the negative.

To John Mann, a licenced Teacher, the sum of £5 16s. for teaching a School in the Parish of Saint Stephen for three months and fifteen days ending on the first June, 1847.

To Eliza Carlyle, of the Parish of Pennfield, a licenced Teacher, the sum of £—— for having taught a School in said Parish for a period of six months ending on the thirteenth day of June, 1848.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Catharine M'Curdy, a licenced Teacher, the sum of £10 for teaching a School in the Parish of Saint Stephen for six months ending on the first of May, 1848.

To John Baird the sum of £20 for teaching a School in the Parish of Portland, in the City and County of Saint John.

To Elizabeth Vondy, Sister of the late Doctor Vondy, who lost his life in 1847 in attending upon the sick Emigrants on Middle Island, the sum of £20 as a reward for her devotedness to and disinterested attention upon her Brother, at the risk of her life, during his last illness.

To William Jackson the sum of £15 for having taught a School in the Parish of Chatham, in the County of Northumberland, for nine months ending the seventeenth day of January.

To Elizabeth Doiron the sum of £10 to remunerate her for teaching a School in the Parish of Dorchester, County of Westmorland, for a period of six months ending in November 1848, agreeably to the prayer of her Petition.

To William Kermott the sum of £20 for teaching a School twelve months in the Parish of Simonds, County of Carleton, ending nineteenth December, 1848.

To Thomas G. Bourne the sum of £10 for teaching a School six months in the Parish of Wakefield, County of Carleton, ending fifth February, 1849.

To E. W. Cripps the sum of £5 for teaching a School three months in the Parish of Wakefield, County of Carleton, ending seventeenth February, 1849.

To John Baird the sum of £30 for teaching a School eighteen months in Andover, County of Carleton, ending first November, 1848.

To Niel Donoghue the sum of £30 for teaching a School eighteen months in the Parish of Madawaska, County of Carleton, ending thirty first December, 1848.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the following sums for the Great Roads throughout the Province, and for building and repairing Bridges thereon :—

- £850 For the road from Saint John to Nova Scotia Line ; £412 of which to be laid out on that part of the road leading from Saint John to Hayward's Mills ; £26 on the old Westmorland road ; and the remainder, £412, for the road from Hayward's Mills to the Nova Scotia Line ; £50 of which to enable the Supervisor to pay for extra expenses on the Memramcook Bridge, and £50 to be paid the Special Commissioners of Sewers, in part towards the expenses of keeping the Aboideau over the Au Lac in repair since its erection, and such part to be expended on the Old Tantamar Marsh Road as may be necessary to keep the same in repair.
- 375 From Saint John to Fredericton, via Nerepis.
- 300 From Saint John to Saint Andrews ; £20 of which to be paid to Charles Lord for improved Land taken from him.
- 25 For the road from Nerepis to Gagetown.
- 40 From Dorchester to Shediac.
- 40 From Shediac to Petitcodiac.
- 225 From Richibucto to Chatham.
- 150 From Newcastle to Bathurst ; £50 of which to be laid out on the new Line between Dixon's Ferry and John Currie's.
- 50 From Bathurst to Belledune.
- 250 From Belledune to Metis Road ; out of which a sufficient sum to be taken to erect a Bridge at Louison's Brook.
- 725 From Fredericton to Woodstock ; out of which what is absolutely necessary on the north side of the River.
- 350 From Woodstock to Arestock.
- 200 From Arestock to Grand Falls.
- 150 From Fredericton to Finger Board.
- 25 From Bellisle to Saint John.
- 425 From Fredericton to Newcastle.
- 300 From Fredericton to Saint Andrews.
- 225 From Salisbury to Harvey, in the County of Albert ; one half of which to be expended between Salisbury and Dawson Steves', in Hillsborough and the remainder between Dawson Steves' and Harvey.
- 200 From Shediac to Richibucto.
- 70 From Waweig to Saint Stephen.
- 40 From Woodstock to Houlton.
- 20 From Oromocto to Gagetown.
- 270 From Oak Bay to Eel River ; one half of which to be expended on the Oak Bay end of the road where the turnpike ended last year, and to extend towards the Digdeguash ; the other half to commence where the turnpiking ended last year at or near the Howard settlement, and extending towards Oak Bay.
- 200 From Fredericton to Bend of Petitcodiac.
- 450 From Grand Falls to Canada Line.
- 265 From Bathurst to Miramichi, via Pokemouche, to be expended as follows :—
£87 10s. to be expended on that part of said road situate in the County of Northumberland ; and the remaining sum of £177 10s. to be expended on that part of said road situate in the County of Gloucester ; out of the latter amount to be paid James Davidson £11 5s. due him for surveying and exploring a new line of road from the South Branch of Caraquet to Pokeshaw.
- 80 From Saint John to Quaco.
- 40 From Hampton to Bellisle.
- 30 From Lower Landing, Grand Falls, to American Boundary.
- 125 From Cole's Island to Cape Tormentine.
- 15 From Pickard's Store to the American Boundary.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being the following sums for the improvement of Bye Roads in the following Counties :—

SAINT

Saint John Bye Roads:

- £10 For the road from Little River to Mispick, to be expended between Little River and Red Head.
- 22 10 For the road from Little River to Loch Lomond; £2 11 1 of which to be paid Commissioner balance of last year's expenditure.
- 35 For the road from Little River to Black River.
- 35 For the road from Cody's, through the Hibernia settlement, to the forks of the road leading to the Quaco road.
- 15 For the road from the above forks to the road opened by Brown and others.
- 25 For the Bridge on the road between Black and Hibernia settlements across Black River Stream.
- 10 For the road opened by Brown and others past Brown's Mills to the new Bridge.
- 22 10 For the road from Black River settlement road to Emerson's Creek, Mountain road.
- 15 For repairing the Valley road past Jones', towards Millican's.
- 10 For the road from Emerson's Creek to Gardner's Creek.
- 14 For the road from Black settlement road to the Quaco road, back road.
- 5 For the road from Loch Lomond, by way of Ratcliff's Mills, to intersect back road.
- 19 For the road from the Quaco road, through the Ryan settlement, to the forks of the road near the late M'Cracken's.
- 12 For the road from Harding's Mill to the old Quaco road.
- 29 For the road leading from County Line near Tabor's Bridge to Quaco, old Quaco road.
- 7 For repairing road from Quaco to Tynemouth, past John Brown's.
- 13 For the road from Quaco road to the County Line, Mill and Church road.
- 9 10 For the road from Mahar's west line to Harding's Mill.
- 18 For the road from the forks near Morrison's to Frazer's Mill, and thence to Gardner's Creek Bridge by the way of Dewar's.
- 7 For the road from Tynemouth to Frazer's Mills.
- 18 For the road from Tynemouth road, past Powers' Farm, to Quaco.
- 15 For the road from Sand Point past J. Howe's, Esquire.
- 5 For the road to the County Line towards Smith's Mill.
- 7 For the road from the Millican road past Cain's, towards South Stream.
- 14 For the road from near Ellison's, at Black River, past White's, to intersect the road from Frazer's Mill to Morrison's.
- 18 For the road from Quinn's residence to the Tynemouth Creek road, crossing Gardner's Creek above Brown's Mills.
- 9 For the road from Frazer's Mill to James Brown's, Esquire, on the line laid out by Mr. Cunningham, and to continue from thence to the Ten Mile Creek road near the Grave Yard.
- 5 For the road from Black River Road to Evans' Cove, as laid out by Deputy O'Keleher.
- 10 For the road through the Church Land settlement to Loch Lomond road, near Major Gallagher's House.
- 5 For the road from Black River Mills to Morrison's Cove, along shore, west.
- 9 For the road from Thompson's Cove, Evans' road, so called.
- 10 For the road from the forks, near Harding's Mill, to the County Line, near William R. Sentill's; £5 to be paid towards balance due Sentill.
- 10 For the road from Hibernia settlement road to the Quaco road.
- 18 For the road from the Westmorland road through the Golden Grove settlement.
- 8 For the road from West Beach to Black River road, Dowd's road, so called.
- 15 For the road from the Town Plat, at Quaco, to the County Line, near Tabor's.
- 19 For the road called Brown's road, commencing at Berry's east line, in Quaco, to the County Line.
- 15 For the road from Brown's road, so called, through the Grear settlement.
- 5 For the road from M'Niel's to Emerson's Creek, Black River settlement.

- £10 For the road from the Village road, by way of M'Namee's, to the County Line, near the Kennebecasis.
- 59 Towards completing the Bridge across Vaughan's Creek, and repairing the road for the benefit of the Vaughan Creek settlement.
- 60 For the road from Vaughan's Ship Yard towards Melvin's Beach, eastward of Quaco.
- 5 For the road from Sands' road, so called, to the road from Tabor's Bridge to the Town Plat in Quaco.
- 5 For the road from Harding's Marsh to the Town Plat Road.
- 15 7 6 To Daniel Gallagher, balance due him on contract for building a Bridge at Mispic, near George Ball's Mills.
- 12 10 For road and Bridge on road from Botsford's Mills to lower Loch Lomond road, near Graham's; £1 6 8 to be paid former Commissioner for over-expenditure.
- 16 For improving and opening a road from West Beach to Cape Spencer, and thence to Mispic.
- 15 For the road from western extremity of Quaco to Tynemouth.
- 5 For the road leading from Millican's road through the settlement of Mash, Vaughan and Campbell.
- 5 For repaying money expended on Bridge across Black River, at Robert Moore's.
- 8 For the road from second Loch Lomond to John Conway's Farm; £5 of which sum to be paid Conway for advances made for said road last Summer.
- 25 For the road from Dipper Harbour Bridge to the Saint Andrews road; £5 to be paid W. H. Craft on account of balance due him for building a Bridge.
- 10 For the road from Dipper Harbour Bridge to the County Line.
- 7 For the road from Dipper Harbour road, at Belmore's clearing by the Head of the Basin, to the County Line near Little Le Preaux.
- 10 For the road from Dipper Harbour road to Chance Harbour.
- 7 For the road from Little Dipper Harbour to Dipper Harbour.
- 15 For the road from the Saint Andrews road towards Maces' Bay, near Hanson's Mill.
- 5 For repairing road from the Narrows of Musquash River, east side, to Saint Andrews road.
- 5 For the road from the Narrows of Musquash River, west side, to Saint Andrews road.
- 10 For road from Black Beach to Frenchman's Creek.
- 27 10 For the road from Frenchman's Creek to Saint Andrews road.
- 15 For the road from the Saint Andrews road, at Spruce Lake, to the Landing at Pizarinco.
- 15 For the road from Black Beach by the Irish settlement and Pizarinco, to meet road next before mentioned.
- 5 For the road from the Saint Andrews road, near Brown's, to meet road from Saint Andrews road at Spruce Lake, to Landing at Pizarinco, at Stony Creek Bridge.
- 12 10 For the road from Nerepis road to M'Namara's Farm.
- 12 10 For the road from Saint Andrews road, by the settlement in rear of Menzie's Lake, to connect road from Nerepis road to M'Namara's Farm.
- 5 For the road from Negro Point along the City Line to the Saint Andrews road.
- 32 3 To John S. Parker for money over-expended on Bridge at Ten Mile Creek.
- 5 For the road from Black River towards Red Head, past Patrick M'Cardill's.

Acnt Byc Roads:

- £20 For the Causeway near Peter Robicheaux, and to and through the Cocagne Cape.
- 15 For the Bridges and Road on the south side Cocagne River.
- 20 For the road on the north side of Cocagne River.
- 20 For the road from Cocagne River to the Buctouche River, through the Ohio settlement. £16 10

- £16 10 For the completion of the Bridge over Buctouche River, below Doherty's Mill.
 15 For the road from Little Buctouche to the Great Buctouche, from Doherty's Mill.
 30 For the road on the north side of the Great Buctouche River.
 20 For the road from Beckwith's to the settlement in rear of the Indian Land, and in continuation thereof.
 10 For the road from the head of Chockpish to the East Branch.
 25 For the road from Johnson's Mill to Richibucto, via Atkinson's Mill.
 10 For the road from the Post road to the lower Village, via Parkhill's line.
 10 For the road from Galloway to the East Branch Bridge.
 60 For the road from the Post road to the Coal Branch, head of the Richibucto River, south side.
 10 For the road from the main River to Johnson's Mill, on the West Branch.
 20 For the road leading into the Louisburg settlement from the West Branch Saint Nicholas River.
 8 For the road west side of the West Branch Bridge to the Chapel.
 25 For the road on the front tier of Lots on the Richibucto River, south side, from Chapel Point to the Church.
 10 From the Coal Branch Bridge to the Mill on the Main River.
 10 For the east side of the Coal Branch.
 10 For the west side of the Coal Branch.
 10 For the road from the Mills on the Main River to Bass River, via Harley Line.
 68 For the road from Bass River Bridge to Mill Creek.
 10 From Oak Point to the Molus River road.
 25 To assist in opening a road on a line from the Bridge over the Richibucto River, on the line between M'Almon's and Powell's, to the road leading up the River.
 15 For the road leading up the Aldouane River to Clark's Farm.
 30 For the road south side of Kouchibouguacis.
 10 For a Bridge over the Kouchibouguacis, at or near the head of the tide.
 30 For the Road and Bridges on the north side of the Kouchibouguacis River; of which £5 to be paid Robert Powell for work done on the Bridge near the Chapel.
 30 For the road from the Post road to Little River Bridge on the new line of road.
 15 For the road on the north side of Kouchibouguac River, below Post road.
 20 For the road on the south side of the same River.
 15 For the road on the north side above the Post road.
 200 For the repairing or rebuilding the Bridge over the Great Buctouche River on the Great Road.

Dork Bye Roads :

- £10 For the lower road leading to the Howard settlement.
 15 For the road leading to Skiff Lake.
 15 For the road to the Monument settlement.
 42 10 For the road leading from the Gesner settlement on Eel River to the Howard settlement.
 12 For the road leading to the Landing at Eel River.
 5 To open a road from the River Saint John, near Dickinson's to the back road.
 5 For the road to the Rosborough settlement, and towards Joseph Love's, if necessary.
 25 For the road to the Magundy through the Poquiock settlements; out of which £5 to be expended between Carson's and the Mill.
 30 For the road leading to and through the Lake George and Magundy settlements; out of which £5 for the road leading to the Lake, past Trainer's and Irvine's.
 32 10 For the road leading to William Jamieson's beyond the Magaguadavic settlement; out of which £3 each towards Brown's, Fisher's, Edmonson's, and Adams', if necessary.

- £7 For the road leading to the Saint Andrews road, through the Smithfield settlement, past Mrs. Hunter's.
- 15 For the road to the rear of the Garden Creek settlement and to the Mill.
- 25 For the road from Essensa's, past Ross' Mill, to the Saint Andrews road.
- 7 For the road from the Teetotal settlement to the Sunbury County Line.
- 7 15 For the road to and through the Acton settlement.
- 20 For the road from the Harvey settlement to Frog Lake, and also to Hay's and Gill's; out of which £5 to be expended between William Robertson's and Harvey settlement and the other settlements.
- 5 For the road from Wilson's to Paterson's, in the Harvey settlement.
- 20 For the road from Percy's to the Little settlement in rear of Harvey, and the other settlements.
- 5 For the road from Wynn's, in the Teetotal settlement, to and through the Roach settlement.
- 5 For the road from Hanwell to the settlement of Dennis Crowley and others, towards Little's.
- 5 For the road from the Alms House to New Maryland.
- 5 For the road from the New Maryland road downwards.
- 5 15 For the road leading to the Glebe.
- 5 For the Reserve road.
- 9 5 To pay Simon Killeen over-expenditure last year.
- 45 For the road from Fredericton to New Maryland, and the Bridges thereon.
- 10 For the road leading to Charters' and Haining's.
- 40 For the road leading from Morgan's to the Beaver Dam and the County Line, and to repair the Bridges, and to Lindsay's.
- 8 For the old road leading to Spring Hill; of which £2 for the road leading therefrom to Hanwell.
- 25 Towards opening a new road and paying the damage thereof to connect the old road with the present Great Road to Canada, at or near the Bridge on the line between the Farms of George Garden and James A. Macaulachlan, Esquire.
- 10 For the upper road to the Campbell settlement.
- 30 For the road from the Campbell settlement to the Nackawickack, at Trout Brook.
- 25 For the road to and through the Upper Caverhill settlement, to meet the road from the Springfield settlement, through the Lower Caverhill settlement.
- 7 For the road near Morehouse's to the Springfield settlement.
- 60 For the road from the Mactaquack settlement to and through the Springfield settlement, to connect with the Caverhill settlement.
- 15 For the road from the Mactaquack, past the Scotch Lake, to the River Saint John; out of which £2 towards Flemming's, past Burke's, if necessary.
- 10 For the road from Moore's to the Mactaquack.
- 40 For the road from the Mactaquack Bridge to Merseroll's Ferry; out of which the balance due John Kilbury to be paid.
- 20 For the road to the new settlements on the upper part of the Keswick.
- 15 For the road from the Bridge at Yerxa's on the Keswick on the western side of the Stream upwards.
- 100 Towards erecting a Bridge on the Keswick at its mouth.
- 15 For the road from the Keswick to the Cardigan, passing the Bird settlement; out of which what may be necessary on the north line, and on the eastern side of the Keswick Fork Stream.
- 10 For the road from the Keswick to the Bird settlement, through the Boone settlement, past Harris'.
- 32 Towards a Bridge on the Creek near Yerxa's Mill, and the approaches thereto.
- 25 For the road from the Penniack Mill to Manzer's.
- 5 For the road to Mount Hope on the Penniack.
- 40 For the road on the eastern side of the Nashwaak.
- 7 For the road from M'Laggan's to Stanley.
- 7 For the road to the M'Leod Hill settlement.

- £30 For the Royal Road and the Bridges thereon; £2 each towards Lane's and Parker's, if necessary, and leading to the rear of the Tay Creek settlement.
- 10 For the road from Boyd's to Stanley Point Mills, past Mick's.
- 15 For the road from the Tay Creek Settlement to the Lime Kiln road; out of which the balance due Boyd to be paid him.
- 13 For the road to Stanley, passing Doctor Jacob's Farm; £2 of which to the Hurlett settlement, if necessary.
- 10 For the road to the Fredericksburgh settlement; and Semple's and Delucry's, to extend to Johnstone's.
- 7 For the road from Sanson's, in the Cardigan, to the Bird settlement.
- 10 For the road from the Nashwaak to and through the New Durham settlement.
- 13 For the road to and through the Humphrey settlement to the Bird settlement.
- 40 For the road from the Miramichi road to the Nashwaak, and to assist in paying the damage thereon.
- 10 For the road from Hanson's to the Church on the Nashwaak.
- 12 To open a road leading from the Petitcodiac road, on the County Line, to the Penniack, and for the road on the said County Line.
- 15 For the road from Hughe's to the Taxes River and to the County Line.
- 5 For the road to the Rentville settlement.
- 8 For the road leading from Stanley to the east side of the Nashwaak, to Stewart's and Stinson's, and to Neil Campbell's.
- 20 For the road leading to the Saint Andrews road, passing Rainsford's Land.
- 10 For the road leading to M'Kay's on the Hill.
- 10 For the road leading from Corbet's to the rear of the Lots.
- 21 For the road leading to the Keswick.
- 10 For the road leading to the Nashwaak Mills; out of which the balance due John Hoben for over-expenditure last year to be paid him.
- 5 For the road from Thomas Campbell's towards Flume Ridge.
- 20 Towards remunerating Amos Arnold for erecting a Bridge over the Nashwaak.

Antenn's County Bye Roads:

- £10 From Gagetown road through the Carney settlement.
- 15 From Duck Creek to Charles Currie's Grist Mills.
- 15 Octnabog Bridge towards Gagetown.
- 12 10 From the Octnabog road to the Nerepis road, called the Gamel road.
- 10 From M'Allister's to the forks of the road near John Gaunce's.
- 2 To enable Robert Dingey to pay for the repairing the Bridge between M'Alister's House and Vail's Ferry.
- 8 To enable Gilbert Williams to pay Samuel Mays for building a Bridge over the Octnabog Stream,
- 8 From Luke Appleby's, on the Gagetown road, to Robert Kidney's, on the Octnabog.
- 6 11 To pay Jonathan Watson the balance due him for labour done on the road leading from the Wharf below Gagetown to the main road.
- 2 10 To James M'Allister for labour performed by him on the Wharf below Gagetown in 1837.
- 10 For the road leading from the main road to Cornelius M'Lauchfin's, east side of Grand Lake.
- 8 For the Foster settlement road, between Lots Nos. 3 and 6, from Richard Stephen's to the Great Road.
- 8 From Wiggins' Carding Mill to the Den road.
- 12 10 From Patrick Renald's to Partridge Valley, and to Washademoak Lake.
- 4 12 To remunerate John Wiggins for labour done by him on the road from Wiggins' Mill to Partridge Valley.
- 6 To repair the Bridge over Young's Creek.
- 5 From Rueben Sparks' to Robert Orchard's.
- 15 From Dykeman's Bridge to Cox's Mills.
- 10 From John Roberts' to James Carter's, in the back settlement.
- 10 From Cox's Mill to the Great Road, by way of Samuel Knight's.
- 12 From Sands' Creek to Washademoak Lake.

- £8 From Cumberland Bay Bridge to the Head of the Grand Lake, near George Burks'.
- 8 From Brandscomb's Mill, north side of the Cumberland Bay Stream, to Ezekiel Wilson's.
- 6 For the road south side Comberland Bay from the Bridge up through the settlement.
- 10 From Bailey's Point to the Hardwood Ridge road.
- 5 From Gideon D. Bailey's to Salmon Bay.
- 8 From Joseph Bailey's to William Wiley's.
- 7 10 From James Butler's to Syphers' Pond.
- 7 10 For the road on the line between Samuel and Moses Denton's, Maquapit Lake.
- 10 For the road leading from the cross road in rear of Jacob Brill's to Gershom Clark's, Maquapit Lake.
- 10 From Coy's Mill to Alexander Clark's.
- 7 From Lot No. 13 to Mich Dillon's.
- 7 From Mich Dillon's to Lodawick Syphers'.
- 10 From Syphers' Pond to Little River.
- 8 From Little River to Flowers' Hill.
- 10 From Flowers' Hill to William Robinson's.
- 7 To turnpike a new piece of road through Mrs. Thorn's Farm in Canning.
- 4 To remunerate Arthur Brandscomb for making the road from Cumberland Bay Bridge to the main road.
- 7 From John O'Larey's to George Vance's, Salmon River.
- 14 To pay Guias Brown in full for building a Bridge near his Farm, Salmon River.
- 10 From John Dorough's to Harry Porter's, Salmon Creek.
- 8 From John Goldfinch's to M'Donald's, Salmon River.
- 15 From Coal Creek to M'Donald's, Salmon River.
- 8 From Kame's Point to Brown's Mill, Coal Creek.
- 10 From Dunn's Mill through the settlement west side of Gaspereaux River.
- 8 From Langan's Mill to Kent County Line.
- 12 From Salmon Creek to Gaspereaux River.
- 8 From John Withrow's to Sunbury County Line, Salmon Creek.
- 35 In part payment of balance due Minilla Manard for the erection of the Bridge over the Gaspereaux, at Burpe's Mill.
- 7 For the road on the north forks of Salmon Creek to Sunbury County Line.
- 7 From Ironbound Cove to Sunbury County Line.
- 7 From Cunningham Dorough's to Red Bank, Salmon River.
- 5 From George Moses' to Thomas Phillips'.
- 10 To repair the Bridges on the road leading from the New Canaan settlement to the fork Stream.
- 8 From Nathan Taylor's to the main road, New Canaan.
- 5 Reuben Rider's to Perry's Brook.
- 5 From John F. Price's to James Cromwell's.
- 5 From Robert Watt's to John Parks', New Canaan.
- 5 From Daniel Hooper's to Cole's Creek, New Canaan.
- 30 From Cole's Island to New Canaan.
- 8 From Rush Hill settlement to Shannon settlement.
- 7 For the cross road near William and Joseph Henderson's Brook.
- 5 From John Wilson's to the County Line.
- 7 From John Shaw's Mills to Robinson's Bridge.
- 7 From the Widow Elison's and Oak Point by Robert M'Cay's.
- 8 From Thomas Robinson's to Henry Vesey's.
- 8 From the Big Brook to the County Line, near Andrew Sumerville's.
- 7 From Edward Webster's Mill Landing to Ball Hill settlement to Cranberry Lake.
- 9 From Alexander Clark's Mill to the Landing.
- 6 From Robert M'Cay's to Clark's Mill.
- 7 From the Widow Elison's to the Cedar Landing.

- £8 From Lewis' Cove to the head of Huggard's Flats, by way of Veasey's.
 10 To raise the Causeway over Craft's Cove.
 8 From the County Line to Craft's Cove Landing.
 8 From William White's corner, by George London's, to intersect the road on the line between Joseph Vanwart's and Thomas M'Crea's.
 8 For the road leading from the River, to communicate with the road from Craft's Cove to the County Line.
 8 From the Bridge, South West Branch of the Octnabog, on Hulett's Farm, to the Farm occupied by G. Puddington.
 7 From the Summer Hill road to G. Puddington's.
 1 15 To pay James Peters a balance due him for building a Bridge over the Octnabog.
 5 To build a Bridge over the Brook leading from Fowler's Grist Mill.
 6 To build a Bridge over Fanning's Brook.
 6 To remove a ledge of rocks on the road in front of Elisha Clark's Farm.
 6 To remove the rocks in the centre of the road near Jacob Vanwart's.
 10 From Little River to Summer Hill settlement, commencing at the Forks near John Matthew's, and passing through Samuel Dunham's Farm to the rear of C. W. Conkie's Farm.
 10 From Burges' corner, Jerusalem settlement, to Dunn's, at the lower end of Long Island.
 14 From William Hogshaw's corner, on the Gagetown road, through Jerusalem and New Ireland, to Little River, near the School House.
 6 From Jerusalem road to Rathburn's Barn.
 8 To build a Bridge near Foster's Mill, Parish of Johnston.
 5 For the road leading from the M'Farlane road to John Johnston's.
 5 From John Johnston's to Kings' County Line.
 5 From Woodstock corner to Alexander Stuart's.
 5 From Dyer's corner to Thomas Sharer's.
 5 From Richard Griffith's to Charles Stewart's.
 5 From the Big Brook near Charles Stuart's to Kings' County Line.
 8 To build a Bridge on the road leading from the Irish settlement to the English settlement.
 5 From the Widow Boyd's to Thomas Alcorn's.
 5 From David Phillips' to John Little's.
 5 From John G. Peters' to Cole's Creek.
 5 From Obidiah Starkie's to John Banks'.
 10 From Daniel Jinkin's to Weatherall's Mill.
 5 From John White's to Foster's settlement.
 5 From Lauchlin Cockran's to the North West Branch of Pickett's Cove.
 5 From William Perry's to the North East Branch of Pickett's Cove.
 5 For the road on the line between John and James Starkie's to the William settlement.
 5 From John Banks' to the Big Island Landing.
 6 To build a Bridge on Watson's Brook, near Huggard's.
 5 From William Hugh's to Waterloo settlement.
 5 From Murray's old Mill to East Waterloo.
 5 From the new Church, English settlement, to J. Henderson's.
 6 4 3 From English settlement to James Cody's.
 5 From James M'Farlane's to the Church, English settlement.
 5 From Thomas Thompson's to Salmon Creek.
 5 From M'Lean's Grist Mill to English settlement.
 5 From Jones' corner to Salmon Creek.
 5 From Washademoak to Salmon Creek settlement.
 5 From Daniel Paterson's to English settlement.
 8 From Bryant M'Quaid's House to Shannon settlement.
 8 From the Nerepis road to Shannon and M'Caskey's, on the line between James Bradley's and John M'Gaveran's.
 8 From the Nerepis Church to Darby Gillan's.
 5 From the Nerepis Stream to Richard Dailey's corner.

- £5 From Dunn's corner to Garey.
- 8 From Friendship Hill towards the South Branch of the Oromocto, between the first and second tier of Lots south side of the Enniskillen road.
- 5 For the road on the line between James Graham's and James Sproul's to the Fredericton road.
- 6 From the Gagetown road, near Minett's Farm, to Jones' upper line.
- 6 From Jones' upper line to Moan's Lime Kiln.
- 5 For the road from the Enniskillen road to David Sweeney's, and the Friendship Hill Line to the Thompson settlement, to intersect the Douglas Valley road.
- 8 From Polley's corner to Merritt's Bridge.
- 8 For the road on the line between Samuel Corbett's and George Dunn's through the Clone's settlement.
- 8 From Inches' corner towards Jones' Mill, Long Reach.
- 8 For the road from the Enniskillen road, front of No. 1, to M'Cann's.
- 8 To build a Bridge over the North East Branch of the Nerepis Stream, through Hopewell settlement.
- 8 For the road through the Robb settlement, and thence to the Bridge on the Gagetown road.
- 8 For the George Lyon road, so called.
- 8 10 To remunerate Bartholomew Dargan for cutting and levelling road on what is called the Enniskillen road, in full for said service.
- 15 For the road from the Nerepis road to George H. Lyon's Saw Mill, and thence to the Long Reach.
- 6 From Inches' corner to the Gagetown road.
- 6 From the Church to the Yorkshire road.
- 5 To widen the road and cut down the Hill on the road leading from John Mather's to William Palmer's.
- 6 From the north line of George Carther's Farm to William Palmer's south line.
- 6 From William Palmer's south line to Mill Brook.
- 5 From Mill Brook to Jerusalem road, past William Lowry's.
- 10 For the new road from Crozier's, on the Gagetown road near the Nerepis, to the County Line towards the Menzie settlement in Kings' County.
- 1 9 9 To reimburse Ebenezer L. Burpee for over-expenditure of the Grants of 1845 and 1846.
- 6 8 To remunerate John Byrne for cutting and levelling a piece of road in the Enniskillen settlement, in the year 1841, in full for the said service.
- 30 To build a new Bridge over Long Creek, on the high way between John Secord's and Samuel Secord's, in the Parish of Johnston.
- 5 From the Public Landing, below Gagetown, to the Gagetown and Octnabog road.

And the Chairman further reported, that he was directed to ask for leave to sit again on Saturday next.

Ordered, That the Report be accepted, the Resolutions as passed in the Committee engrossed, and that the House do on Saturday next, the seventh day of April instant, resolve itself into Committee of the whole, and resume the further consideration of Supplies to be granted for the Public Service.

Mr. Ritchie moved for leave to bring in a Bill to authorize the Trustees of Saint Andrews Church, in the City of Saint John, to re-convey to the Crown a certain Tract of Land in the County of Albert, and for other purposes.

The Rule of the House, requiring Bills of a private or local nature to be read at the Court of Nisi Prius or the General Sessions of the Peace, in the presence of the Grand Jury, as also that limiting the time for introducing such private Bills, being in this instance severally dispensed with, leave was granted; and

The said Bill being brought in was read a first and second times.

Mr. Street, from the Committee to whom was referred the subject of inquiring into the expediency of some enactment for the relief of persons unfortunate in business, 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

"The Select Committee appointed on the thirtieth day of March last, to take into consideration the necessity of legislating upon the subject of affording relief to persons unfortunate in business in certain cases, have attended to that duty, and Report—

"That your Committee are of opinion, that it is proper and right that there should be some plain and simple enactment, by which the unfortunate Debtor may be relieved from his embarrassments, upon a fair and equitable surrender of his Estate and effects, under such restrictions and limitations as will secure a due regard to the just rights of his Creditors.

"With this view, your Committee have prepared a Bill, under the Title of—'A Bill to afford relief to persons unfortunate in business in certain cases,'—which is respectfully submitted with this Report.

"J. A. STREET,
W. END,
CHARLES FISHER,
JAMES BROWN.

"Committee Room, 3d April, 1849."

Ordered, That the Report be accepted.

The Bill, as reported by the Committee, being then handed in, was read a first and second times.

Mr. Street, from the Committee appointed on the second day of March last, to take under consideration the state of the University of King's College, 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 were referred all matters relating to King's College, with instructions to inquire into its utility, and the advantages derived therefrom, and the propriety of suspending its operations, having attended to that duty, Report—

"That your Committee regret to find an Institution attended with so heavy a burden upon the Revenues of the Country, the objects for the foundation of which were so good, and so vitally connected with the promotion of knowledge and the education of the rising generation of this Province, should hitherto have been productive of so little benefit; at the same time, your Committee cannot feel themselves justified in recommending any step to be taken to suspend its operations, especially as your Committee are led to believe, the present small number of Pupils, now in attendance at the College, arises in a great measure from the present depressed state of the Country, and the little inducement offered in this Province, (beyond that of the advantages of possessing a liberal education,) for educating young men at a University, especially as the very causes of its present want of usefulness, will, your Committee are of opinion, vanish as the Province advances in wealth and population. In addition to which, your Committee have reason to believe, that no fault can be found with its present management.

"The Professors, your Committee believe to be eminently efficient, consisting of five, viz:—Doctor Jacob, Professor of Classical Literature, History, Moral Philosophy, Metaphysics, and Divinity; Doctor Robb, of Chemistry and Natural History; W. B. Jack, Esquire, of Mathematics and Natural Philosophy; and Marshal d'Avray; Teacher of Modern Languages; and the expenses of education, moderate beyond comparison. Your Committee have also learned with much satisfaction that the College Council have lately turned their attention to the subject, and with the desire of making the Institution more popular and useful, have caused considerable retrenchment in the expenses of the Establishment, and have been thereby enabled to establish a Scholarship in each of the County Grammar Schools to be competed for, and are about instituting a new Professorship of Agricultural Chemistry, to be accompanied by a Model Farm, so soon as the Funds of the College will permit.

"In conclusion, your Committee have great hopes of the College, (under its present management,) within no distant period, becoming highly useful and creditable to the Province.

"All which is respectfully submitted.

"J. A. STREET,
WM. M'LEOD,
THOS. BAILLIE.

"Committee Room, 3d April, 1849."

Ordered, That the Report be accepted.

On motion of Mr. Wark,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to invite Professor Johnston to visit this Province, for the purpose of examining the several Counties therein, and reporting on the Soil, and its capabilities for Agricultural purposes; and further

Resolved, That this House will provide for the expense of such visit.

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

YEAS.		NAYS.	
The Hon. Mr. Partelow,	Mr. Montgomery,	Mr. Barberie,	Cranney,
The Hon. Mr. Wilmot,	Taylor,	Smith,	Boyd.
The Hon. Mr. Fisher,	Woodward,	Landry,	
Mr. Botsford,	Baillie,	J. Earle,	
Ansley,	Wark,	Hayward,	
R. D. Wilmot,	Carman,	Miles,	
Jordan,	Brown,	Gilbert,	
Street,	Read.	M'Leod,	
Connell,		Porter,	

And so it was carried in the affirmative.

Ordered, thereupon, That Mr. Wark, Mr. Taylor, and Mr. R. D. Wilmot, be a Committee to wait upon His Excellency with the Address.

On motion of Mr. Carman,

The House went into Committee of the whole on a Bill for the re-appropriation of the sum granted to the County of Northumberland at the last Session of the Legislature for the purchase of Seed.

Mr. Taylor 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.	
The Hon. Mr. Speaker,	Mr. M'Leod,	The Hon. Mr. Wilmot,	Mr. Thomson,
The Hon. Mr. Partelow,	Porter,	The Hon. Mr. Fisher,	Vail,
Mr. Read,	Gilbert,	Mr. Wilson,	R. D. Wilmot,
Jordan,	Miles.	Ritchie,	Brown,
Landry,		Botsford,	Carman,
Smith,		Barberie,	Cranney,
Hayward,		Connell,	Baillie,
S. Earle,		Street,	Boyd,
J. Earle,		Montgomery,	Woodward.

Whereupon it was decided in the negative.

That the Committee then proceeded in the Bill, when the following Resolution was moved:—

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

Upon this question, the Committee again divided as follows:—

YEAS.		NAYS.	
The Hon. Mr. Speaker,	Mr. Ritchie,	The Hon. Mr. Wilmot,	Mr. R. D. Wilmot,
The Hon. Mr. Partelow,	S. Earle,	The Hon. Mr. Fisher,	Vail,
Mr. Jordan,	J. Earle,	Mr. Street,	Carman,
Landry,	Miles,	Barberie,	Baillie,
Smith,	Gilbert,	Connell,	Cranney,
Read,	M'Leod,	Montgomery,	Boyd,
Botsford,	Porter.	Thomson,	Brown.
Hayward,		Woodward,	

And the division being equal, he had decided it in the negative.

That the Committee then proceeded further in the Bill, and after making amendments thereto, agreed to the same, under the Title of—

A Bill for the re-appropriation of the sums granted to the Counties of Northumberland and Restigouche at the last Session of the Legislature for the purchase of Seed.

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

The Honorable Mr. L. A. Wilmot moved for leave to bring in a Bill to amend an Act, intituled "An Act to provide for the support and improvement of the Parish Schools."

Leave granted.

The said Bill being brought in was read a first and second times.

The House adjourned until Saturday morning next at 9 o'clock.

Saturday, 7th April, 1849.

Prayers.

Read a third time as engrossed,

A Bill for the re-appropriation of the sums granted to the Counties of Northumberland and Restigouche at the last Session of the Legislature for the purchase of Seed.

Resolved, That the Bill do pass.

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

Read as engrossed,

The Resolutions of Appropriation made and passed in Supply on Thursday the fifth day of April instant.

Ordered, That Mr. J. Earle do take the said Resolutions to the Council, and desire their concurrence thereto.

On motion of the Honorable Mr. Partelow,

The House went into Committee of the whole, under the adjourned proceedings of Thursday the fifth day of April instant, and resumed the further consideration of Supplies to be granted for the Public Service.

Mr. Botsford 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 passed a number of Resolutions; and he having read the same, handed them in at the Clerk's Table, where they were again read, and are as follow:—

Resolved, That there be granted

To John Simpson, Queen's Printer, the sum of £150 towards printing the Revised Journals and Appendices of both Houses of the Legislature for the present Session; and the further sum of £150 towards printing the Laws of the present Session.

To the Quarter Master General of the Militia Forces the sum of £150 for his services for the year 1848.

To the Adjutant General of the Militia Forces the sum of £85 for his services and contingencies for the year 1849.

To Doctor G. P. Peters, Surgeon to the Vaccine Establishment, Central Board, at Saint John, the sum of £— for his services for the year 1848.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £40, in aid of individual subscription, for the support of the African School at Saint John.

To Magdalen Schurman, Widow of the late Philip Schurman, a Non-commissioned Officer in the Revolutionary War in America, the sum of £10 to aid her in her present indigent circumstances.

To the two Appraisers at Saint John, under the Provincial Acts, the sum of £25 each for their services for the year 1848.

To Ruth Cornwall, Widow of Samuel Cornwall, an old Soldier of the Revolutionary War in America, the sum of £10 to assist her in her present destitute circumstances.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £250, to be applied in relieving sick, aged and distressed Indians in this Province, and for procuring Seed Grain and Potatoes.

To Catharine Chamberlain, a Teacher of a Female School in Saint John of a superior description, the sum of £20 for her services in that capacity the present year.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £250 for repairing and extending the Emigrant Buildings on Partridge Island, Saint John, as well as any other necessaries on the said Island, for Emigrant Paupers; to be taken from the Emigrant Fund.

To the Justices of the Peace for the City and County of Saint John the sum of £—— to enable them to pay the Interest becoming due in June next, on Debentures issued towards building the House of Correction in that City and County, before the Building became a Provincial one.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £20, to be applied for the support of a Schoolmaster at Loch Lomond for the instruction of the Coloured Population at that place.

To the Overseers of the Poor for the Parish of Alnwick, in the County of Northumberland, the sum of £—— in full for expenses incurred by them in support of an Emigrant who was badly frozen; to be taken from the Emigrant Fund.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To the Overseers of the Poor for the Parish of Harvey, in the County of Albert, the sum of £—— for expenses incurred in the support of a transient Emigrant Pauper who was severely frozen, and who had to suffer the amputation of both legs; to be taken from the Emigrant Fund.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To W. C. M'Stay, M. D., of Saint Andrews, in the County of Charlotte, the sum of £73, balance due him for services rendered to sick and distressed Emigrants at that place in the year 1848; to be taken from the Emigrant Fund.

To S. T. Gove, M. D., of Saint Andrews, in the County of Charlotte, the sum of £25 for services rendered by him to sixty sick and distressed Emigrants per ship Star, in the year 1848; to be taken from the Emigrant Fund.

To John Doran, of Shippegan, in the County of Gloucester, the sum of £27 6s. for services and advances to distressed Emigrants per Eliza Liddel, from December, 1847, to March, 1848, by direction of the proper authorities; to be taken from the Emigrant Fund.

To J. N. Murphy, of Sackville, in the County of Westmorland, M. D., the sum of £—— in full for medical aid and attendance on eighteen sick and distressed Emigrants per barque Princess, from Cork, via Boston, in May, 1848; to be taken from the Emigrant Fund.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To the Overseers of the Poor of the Parish of Bathurst, in the County of Gloucester, the sum of £20 for expenses incurred by them in the relief of an Emigrant Family, and forwarding them to Saint John, N. B.; to be taken from the Emigrant Fund.

To Thomas M'Avity, of the City of Saint John, the sum of £50 for services rendered distressed Emigrants at Partridge Island from the month of May to November, 1848; to be taken from the Emigrant Fund.

To the Overseers of the Poor for the Parish of Moncton, in the County of Westmorland, the sum of £8 4 7 for expenses incurred by them in the support of a sick and distressed Emigrant in 1848; to be taken from the Emigrant Fund.

To the President and Directors of the Saint Andrews and Quebec Rail Road Company the sum of £—— to reimburse them for expenses incurred in the support of sick and distressed Emigrants in 1848, it appearing that the expenses were incurred in relieving the Families of persons then in the employment of said Company; to be taken from the Emigrant Fund.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To Sarah Ann Dysart the sum of £10 for teaching a School in the Parish of Upham, in the County of Kings' County, for a period of six months.

To Charles S. Theale, M. D., the sum of £— for his services in gratuitous Vaccination, and to prevent the spread of Small Pox at Dunlop, in Kent County, during the months of January, February and March last.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £20 to pay a Courier between the Mouth of the Oromocto and John Bailey's, South Branch Oromocto.

To the Joint Committee of the Legislative Library the sum of £200 Sterling, for the use of the said Library.

To George M'Leod the sum of £10 for teaching a School in the Parish of Johnston, in the County of Queens' County, for the period of six months, ending twenty first December, 1848.

To Donald M'Donald the sum of £20 for teaching a School in the Parish of Wickham, in the County of Queens' County, for the period of twelve months, ending the fifteenth day of January, 1849.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £— towards paying for the reporting of the Debates of the Legislature during the present Session, viz :—

William Grigor,	....	....	....	....	....	....	£50	0	0
James Hogg,	....	....	....	....	....	....	50	0	0
Thomas Hill,	....	....	....	....	....	....	50	0	0
Charles W. Bishop,	....	....	....	....	....	....	50	0	0

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

YEAS.

NAYS.

The Hon. Mr. Fisher,	Mr. J. Earle,	Mr. Street,
The Hon. Mr. Partelow,	Baillic,	Read,
The Hon. Mr. Wilmot,	Hayward,	Barberie,
Mr. Landry,	Taylor,	S. Earle,
Wilson,	M'Leod,	Miles,
Vail,	Wark,	Thomson,
Jordan,	Brown,	Gilbert,
Ansley,	Porter,	Cranney.
Connell,	Smith.	
R. D. Wilmot,	Boyd.	

And it was thereupon carried in the affirmative, and the first blank filled up with the sum of £200, and a distribution thereof of £50 to each of the Reporters.

To William F. Brand the sum of £10 for having taught a School in the Parish of Dorchester, County of Westmorland, for a period of six months, ending in January 1849.

To Charlotte W. Wilson the sum of £20 for having taught a School in the Parish of Sussex, in the County of Kings' County, for a period of twelve months.

To Lawrence O'Regan the sum of £20 for having taught a School in the Parish of Harvey, County of Albert, for one year, ending in July 1848.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £500 for the purpose of encouraging the erection of Oat Mills in this Province, no greater sum than £25 to be appropriated to the owner of any one Mill and Kiln; the said Bounty not to be paid until it shall be certified to the Administrator of the Government for the time being, by the Court of General Sessions of the Peace of the County within which such Oat Mill may be situate, for which such Bounty is claimed, that the same has been established at a convenient place for the accommodation of the inhabitants of the County, and is actually in operation and in every respect properly fitted for the manufacture of Oat Meal; provided that no Mill or Kiln which may have received any previous Bounty by virtue of any Law or Resolution heretofore made, shall be entitled to the Bounty granted by this Resolution.

To Edmund Ward, late Emigrant Agent at Fredericton, the sum of £— for expenses incurred by him in fitting up an Office, and Office Rent, in 1840.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £150 for the reparation of the Emigrant Buildings at Saint Andrews, and for the erection of a new Building for the accommodation of Emigrants; the same to be taken from the Emigrant Fund.

To Doctor Toldervy the sum of £— for services performed for several years past in Vaccinating the Poor of Fredericton and its vicinity, under the orders of Government.

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

YEAS.		NAYS.	
The Hon. Mr. Partelow,	Mr. Taylor,	The Hon. Mr. Speaker,	Mr. Gilbert,
The Hon. Mr. Fisher,	Street,	Mr. Smith,	Wark,
Mr. Barberie,	Baillie,	R. D. Wilmot,	M ^c Leod,
Montgomery,	Thomson,	Vail,	Brown,
Porter,	Boyd,	Connell,	Cranney,
Read,	Woodward.	Hayward,	S. Earle,
Wilson,		Miles,	Ansley.

And it was thereupon decided in the negative.

To the High Sheriff of the City and County of Saint John the sum of £40 19 2 for expenses incurred by him in returning a Member for the City of Saint John, vice the Honorable R. L. Hazen, appointed to the Legislative Council.

To Michael Fitzgerald the sum of £— to compensate him for extra work on a Monumental Tablet erected to the memory of the late Captain Pipon, Royal Engineers.

Upon the question for sustaining this Resolution, the Committee divided—

YEAS 12.

NAYS 18.

And it was thereupon decided in the negative.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £36 8 6 to reimburse Messieurs H. and G. Montgomery and others, Duties erroneously exacted from them by the Deputy Treasurer at Dalhousie, on Ship Stores imported into that place the past year.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £53 6 9 to enable His Excellency to discharge the Debt due the Steward and Nurse of the Fredericton Hospital, and for supplies furnished that Establishment.

To the Commissioners appointed to investigate and report upon a complaint of the injurious consequences said to result to the Harbour of Saint John by reason of the great quantities of Saw Dust daily placed in that Harbour, the sum of £12 10s. to reimburse them expenses incurred in conducting such Commission.

To the Commissioners of the Orphan Asylum at Saint John, the sum of £40 to enable them to pay the Corporation of Saint John the rent of that Establishment to the first November last.

To Zachariah Chipman, of Saint Stephen, the sum of £4, being Return Duties on a cargo of Lumber shipped to Saint Vincent per brig Caledonia in 1845, the requisite Certificates for the landing of which having now been produced; and the further sum of £2 9s. to refund him Light Money paid on the said Vessel at Saint Stephen the same voyage.

To Robert Jardine, President of the Electro-Magnetic Telegraph Company, the sum of £78 10 1 to reimburse them Duties paid on Wire, Glass, Iron Castings, &c., imported for the operations of that Company the past year.

To William Carman the sum of £10 14 6, being amount of his Account for Gauging and Weighing at Miramichi the past year.

To Joseph Burt the sum of £9 2 3 to reimburse him Duties paid at Richibucto on a quantity of Goods there imported, and subsequently exported from that place.

To H. and J. Montgomery the sum of £3 18s. to reimburse them Duties paid on a quantity of Leather imported from Nova Scotia without Certificate of origin, the Certificate being now produced.

To

To Zachariah Chipman, of Saint Stephen, the sum of £6, being Return Duties on a cargo of Lumber shipped to Jamaica in the brig Kathleen in 1848, the requisite Certificates for the landing of which having been now produced.

To Doctor Edwin Bayard, of Saint Andrews, the sum of £40, in full for balance for his attendance on sick Emigrants at that place the past year; to be taken from the Emigrant Fund.

To the Acting Emigrant Agent at Saint Andrews, the sum of £125 for his services in that capacity the past year.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £—— for the payment of sundry costs due the Officers connected with the Court of Vice Admiralty, in carrying on certain Crown prosecutions by order of the Executive Government.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £—— to be paid to the Advocate General for conducting various Criminal Prosecutions at sundry times, and for other professional services, as detailed in his application.

Upon the question for sustaining this Resolution, the Committee divided—

YEAS 6.

NAYS 19.

And it was therefore decided in the negative.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £850 to reimburse the Commissioner of Government House for various indispensable repairs on, and other necessary comforts for Government House this past year; and the further sum of £250 to provide for expenses incurred in repairing and shingling the Province Hall, as well as for securing the Council Chamber.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £—— towards enabling the York and Charlotte Mining Company to grade the Road between their Works and the Ores and Minerals in the vicinity of their Establishment, preparatory to a Railway which they contemplate laying down on the said Road.

Upon the question for sustaining this Resolution, the Committee divided, and it was decided in the negative.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £50 for the Road from Saint John to the Nova Scotia Line, that sum having been recently paid into the Treasury on account of a balance in the hands of B. L. Peters, Esquire, late Supervisor; £8 of which to be paid to Patrick Malone, amount due him for work on that Road, and £9 to John Clark, balance due him.

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of £120 to enable the Commissioners of the Provincial Lunatic Asylum to purchase a piece of Land from John Clark, adjoining the Lands on which that Building is erected.

To the Post Master at Fredericton the sum of £——, being the amount of Postages of the Legislature for this Session.

To the Clerk of the House of Assembly the sum of £——, being the Contingencies of the present Session.

And the Chairman further reported, that the Committee having finished the business referred to them; it was

Resolved, That the Committee do now rise.

Ordered, That the Report be accepted, and the Resolutions as passed in the Committee engrossed.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House, that the Council had agreed to

The Bill to amend an Act, intituled "An Act for ascertaining the Population of this Province, and for other purposes therein mentioned:" and

The Bill to authorize the sale of a Lot of Land and Premises purchased for a Sailors' Home in the City of Saint John;

Without making any amendments thereto.

And that they had also agreed to

The Bill further to amend the Law relating to Highways;

With amendments, to which they desire the concurrence of the Assembly.

Upon the question, that the House proceed to take the said amendments into consideration, and that the same be now read a first time, it was decided in the negative.

Mr. Wark, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of Thursday the fifth day of April instant, relative to an invitation to Professor Johnston to visit this Province, with a view of examining into and reporting upon the Soil, and its capabilities for Agricultural purposes, reported—That they had attended thereto, and that His Excellency was pleased to say, he would do every thing in his power to have the wishes of the House complied with.

On motion of Mr. Smith,

Whereas the number of applications to this House from School Teachers for Grants of Money have been from year to year increasing; and whereas it is desirable that such information should be furnished as would enable this House to arrive at just and equitable conclusions; therefore

Resolved, That this House will in future sustain no application for allowances to Teachers of Common or Parish Schools, unless it shall be certified by at least two Trustees of Schools for the Parish where such School has been taught, shewing the time actually taught; the Teacher to be licenced; the cause why such Teacher was not certified to the Sessions in the ordinary way; and that such Teacher was not compelled to discontinue his or her School on account of any improper conduct.

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

YEAS 12.

NAYS 3.

And it was thereupon carried in the affirmative.

Mr. Brown, a Member for the County of Charlotte, applies for leave of absence; which was granted.

The House adjourned until Monday morning next at 9 o'clock.

Monday, 9th April, 1849.

Prayers.

Read as engrossed,

The Resolutions of Appropriation made and passed in Supply on Saturday the seventh day of April instant.

Ordered, That Mr. Ansley do take the said Resolutions to the Council, and desire their concurrence thereto.

On motion of Mr. Boyd,

The House again went into Committee of the whole on a Bill further to facilitate the making of a Rail Road from Saint Andrews to Woodstock, with a Branch to Saint Stephen.

Mr. Taylor 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 said Bill.

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

On motion of Mr. Street,

The House went into Committee of the whole on a Bill to afford relief to persons unfortunate in business in certain cases.

Mr.

Mr. Cranney 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. Hayward moved for leave to bring in a Bill to authorize the Exploration and Survey of a Line for a Rail Road between Saint John and Fredericton.

And upon the question for granting leave, the House divided—

YEAS 13.

NAYS 12.

Whereupon it was carried in the affirmative.

It was then moved—That the question for granting leave be re-considered.

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

YEAS.

Mr. Barberie,
Montgomery,
J. Earle,
Gilbert,
M'Leod,
Cranney,
S. Earle.

NAYS.

The Hon. Mr. Wilmot,	Mr. Porter,
The Hon. Mr. Fisher,	Thomson,
The Hon. Mr. Partelow,	Woodward,
Mr. Baillie,	Connell,
Ritchie,	Botsford,
Taylor,	Wilson,
Ansley,	Smith,
End,	Vail,
Jordan,	Hayward,
Boyd,	R. D. Wilmot.

Whereupon it was decided in the negative.

On motion of Mr. Smith,

Whereas it is advisable to ascertain whether that part of the line of Road leading from Isaac Derry's, past the Post Office in the Parish of Harvey, to Salmon River and Point Wolf, could not be improved and the distance shortened; therefore

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to appoint one or more Commissioner or Commissioners to explore that part of the said Road commencing at the terminus of the Great Road at Isaac Derry's, past the Post Office in Harvey, to Salmon River and Point Wolf, with the view of shortening and improving the same, and to report the result thereof to His Excellency, for the purpose of being laid before the House at the next Session, and that this House will provide for the expense thereof.

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

YEAS 3.

NAYS 21.

And it was thereupon decided in the negative.

On motion of the Honorable Mr. L. A. Wilmot,

Whereas it is not deemed advisable to make any Legislative Grant to be specially applied for the relief of such persons as may be suffering from the present destitution in several parts of this Province, and it is considered that a proportion of the Bye Road Grants may be advanced for the purpose of such relief; therefore

Resolved, As the opinion of this House, That upon a representation being made to His Excellency the Lieutenant Governor on behalf of any Parish or Settlement, shewing that immediate relief is required by any of the inhabitants thereof, His Excellency may, by and with the advice and consent of the Executive Council, if it shall be deemed prudent and advisable so to do, issue his Warrant for such proportion of the Bye Road Appropriations, not exceeding one half, as may be applicable to the Roads in the Parishes or Districts where such relief may be required; and the Commissioner or Commissioners may be instructed to advance the proportions of such Grants so placed at their disposal, to those persons who stand most in need thereof, and who reside in the vicinity of the Roads for which such Grants have been made; and the Commissioner or Commissioners shall thereupon take from the individuals so relieved, satisfactory security for the repayment of the amount, by work upon the Roads, to be performed immediately after seed time, and at such reasonable rate as the said Commissioner shall determine upon.

Mr.

Mr. Hayward, pursuant to leave granted, brought in a Bill to authorize the Exploration and Survey of a Line for a Rail Road between Saint John and Fredericton; and moved the following:—

Resolved, That the Bill be now read a first time.

To which Mr. Barberie moved as an amendment—To expunge the word “now,” and substitute those—“this day three months.”

And upon the question for the amendment, the House divided—

YEAS 15.

NAYS 13.

Whereupon it was carried in the affirmative.

Ordered, thereupon, That the said Bill be this day three months read a first time.

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

Report from Thomas Leavitt and N. S. Demill, Commissioners appointed to examine as to the effect had upon Harbour of Saint John by Saw Dust and Slabs being thrown therein.

[*See Appendix.*]

The Honorable Mr. Partelow moved for leave to bring in a Bill further to secure the Navigation of the River and Harbour of Saint John, in the City and County of Saint John.

The 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, in presence of the Grand Jury, as also that limiting the time for introducing such Bills, being in this instance dispensed with, leave was granted; and

The said Bill being brought in was read a first and second times.

On motion of Mr. Taylor,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to order that the Militia, when called out for Inspection during the present year, shall be called out by Companies in their respective Districts, and the Captains of such Companies respectively, shall make the necessary returns to the Commanding Officers of the respective Battalions, and that the Roll of such Companies so called out for Inspection, shall be called over punctually at the hour named for the meeting of such Companies respectively, and after being so called over, such Companies shall forthwith be dismissed without any Drill, and that the Commanders of the respective Battalions be directed to transmit to the Executive Government particular returns of all Fines collected from Absentees or Exempts, and particularly setting forth how the said Fines have been disposed of.

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

YEAS 10.

NAYS 13.

And it was thereupon decided in the negative.

On motion of Mr. Gilbert,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that his Excellency will be pleased to order the Supervisor of the Great Road from Gagetown to Nerepis to repair or erect a Bridge over the Nerepis Stream, on Merritt's Farm, at or near the site of the Bridge carried away by the late flood; and that this House will make provision for the expense thereof to an amount not exceeding the sum of fifty pounds.

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

YEAS 3.

NAYS 24.

And it was thereupon decided in the negative.

On motion of Mr. R. D. Wilmot,

The House again went into Committee of the whole on a Bill for the encouragement of the Fisheries of this Province.

Mr. Vail in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The

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 this Bill be postponed for three months.

Upon the question, the Committee divided as follows:—

YEAS.

The Hon. Mr. Speaker,
Mr. Wilson,
Smith,
Botsford,
Connell,
Hayward,
M^cLeod,
Gilbert.

NAYS.

The Hon. Mr. Partelow,	Mr. Montgomery,
The Hon. Mr. Wilmot,	Porter,
Mr. Woodward,	Wark,
Ansley,	Cranney,
R. D. Wilmot,	Boyd,
Read,	S. Earle.
Taylor,	
Ritchie,	

And it was thereupon decided in the negative.

That the Committee then went through the Bill, and agreed to the same.

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

Mr. Wilson moved for leave to bring in a Bill in addition to and in amendment of the Law relating to Highways.

Leave granted.

The said Bill being brought in was read a first and second times.

On motion of the Honorable Mr. L. A. Wilmot,

The House went into Committee of the whole on a Bill to authorize the Justices of the Peace for the County of York to transfer a certain Lot of Land to Joseph Gaynor and his Assigns, in exchange for a certain other Lot for the use of the Melicite Tribe of Indians.

Mr. R. D. Wilmot 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.

The Hon. Mr. Speaker,	Mr. Montgomery,
The Hon. Mr. Fisher,	J. Earle.
Mr. M ^c Leod,	
Gilbert,	
Street,	
Connell,	
Ritchie,	
Read,	

NAYS.

The Hon. Mr. Wilmot,	Mr. Porter,
The Hon. Mr. Partelow,	Wark,
Mr. Wilson,	Cranney,
Smith,	Botsford,
Taylor,	Vail,
S. Earle,	Ansley,
Woodward,	Boyd,
Baillie,	Jordan.

Whereupon it was decided in the negative.

That the Committee then made progress in the Bill, 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, Master in Chancery, informed the House that the Council had agreed to

The Bill in further amendment of the Charter of the City of Saint John;

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:—

At A in Section III. insert the words "or in any subsequent year."

At B add "and that the person who may be Mayor of the said City on the first Tuesday in May in any year, may be re-elected Mayor by said Common Council in case the said Mayor shall have been elected Alderman or Councillor for any Ward for such year."

At C at the end of Section IV. insert a new Section as follows, and alter the numbers of the succeeding Sections accordingly:—

" V. And be it further enacted, That in case the Common Council of the said City shall neglect or refuse on the first Tuesday in May in any year, or on the occasion of any vacancy in the office of Mayor, within ten days after such vacancy, to elect a Mayor of the said City, and transmit the name of the Mayor elect for approval, as provided by this Act, it shall and may be lawful for the Lieutenant Governor or Administrator of the Government for the time being, by and with the advice and consent of the Executive Council, to nominate and appoint a Mayor of the said City, who shall be sworn and shall hold and execute the said office in the same manner to all intents and purposes as if he had duly elected by the Common Council of the said City, under the provisions of this Act."

At D in Section X. insert the words "and in case of forfeiture of such Bond the said Justices of the Peace of the City and County of Saint John shall, by that name, have power to sue for and recover the amount of the same, to be by them paid to the Chamberlain of the City for the purposes of this Act."

At E at the end of the same Section, add the words "and further provided, that the hours of attendance at the said Police Office, in the said City, shall be from ten A. M., to five P. M., in lieu of the hours mentioned in the said twenty first section, and that no Holidays shall be observed at the said Office except Sunday, Christmas Day, and Good Friday."

At E in Section XI. expunge the words "Police Office," and insert the words "good and sufficient Police Office, with suitable apartments."

At G in Section XIV. insert the words "which oath any such Magistrate is hereby authorized to administer."

At H in Section XIV. add the following words—"and that no person, although liable to payment of money for and towards the maintenance and support of the said Police, shall, by reason thereof, or by reason of the application of any penalty, forfeiture or costs to the use of the Watch and Police Funds, as above mentioned, for the purposes of this Act, be deemed an incompetent witness before any Court, or before the said Police Magistrate, or any Magistrate sitting at such Police Office, in any proceeding whatever; and no Justice of the Peace shall be disabled from acting in the execution of this Act by reason of his being liable to the payment of any money for the maintenance of the Police established by this Act."

At I in Section XVI. expunge the words "that part of the City lying on the eastern side of the Harbour," and insert the words "the City."

At K in Section XVII. expunge the word "Clerk," and insert the words "and Clerk to be determined by the Lieutenant Governor or Administrator of the Government for the time being."

At L in Section XX. insert the words "not being a Member of the Common Council."

At M in Section XXII. add the following words—"and that no person shall be qualified to be elected, or to be or sit as an Alderman or Councillor of the said City during such time as he shall hold any office or place of profit, (other than that of Mayor,) in the gift or disposal of the Common Council of the said City, or during such time as he shall have, directly or indirectly, by himself or partners, any share or interest in any contract or employment with, by or on behalf of the Corporation of the said City; provided that such disqualification shall not arise from any person being a Shareholder in any Corporate Company, having a Contract with the said Corporation; and that no Alderman or Councillor shall receive into his hands any monies for and on account of any contract, work or employment made, done or performed by or on behalf of or by direction of the said Corporation, but that all monies due by the said Corporation, on any such account, shall be paid by the Chamberlain of the said City to the person or persons who shall actually have done such work, and shall be entitled to such monies, by, under or for such Contract, work or employment."

At N in Section XXIV. insert the words "or by any Candidate."

At O at the end of Section XXIX. add—"Provided always, that no bye law or ordinance of the said Corporation which shall be in force at the time this Act shall come into operation, shall become void by virtue of this enactment until six months after this Act shall come into effect."

Ordered, That the said Bill, as amended by the Legislative Council, stand for a third reading to-morrow.

Mr. M'Leod moved for leave to bring in a Bill for granting a Bounty on Wheat.
Leave granted.

The said Bill being brought in was read a first and second times.

On motion of Mr. End,

Whereas applications are frequently made to this House by Supervisors and Commissioners of Roads, praying compensation for damages and costs by them sustained by reason of the exercise (as is alleged) of proper discretion in defending legal claims made upon them for matters connected with their official duties, which defences, nevertheless, had not terminated successfully; and whereas it is expedient to interpose some check to applications of this nature; therefore

Resolved, That no such applications shall hereafter be received by this House unless it shall appear that such defences had been authorized by the Government.

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

YEAS.		NAYS.	
Mr. End,	Mr. Wark,	Mr. Botsford,	Mr. Ritchie,
Baillie,	Connell,	Montgomery,	Gilbert,
Thomson,		Boyd,	M'Leod,
Read,		S. Earle,	Porter,
Wilson,		J. Earle,	Woodward.
		Jordan,	

And it was thereupon decided in the negative.

On motion of Mr. Porter,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to bring under the consideration of Her Majesty's Government the necessity of the several Ports of Saint Stephen, Dorchester, Sackville, Shediac, Richibucto, and Bathurst, being established as Free Ports, for the purpose of allowing Foreign Goods being imported direct from the place of their growth and origin.

Ordered, That Mr. Porter, Mr. Botsford, and Mr. Woodward, be a Committee to wait upon His Excellency with the Address.

The House adjourned until to-morrow morning at 9 o'clock.

Tuesday, 10th April, 1849.

Prayers.

Read a third time as engrossed,

A Bill to afford relief to persons unfortunate in business in certain cases.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill further to facilitate the making of a Rail Road from Saint Andrews to Woodstock, with a Branch to Saint Stephen.

Resolved, That the Bill do pass.

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

Read a third time as engrossed,

A Bill for the encouragement of the Fisheries of this Province.

When the Honorable Mr. L. A. Wilmot moved the following engrossed amendment as a ninth Section to the Bill, to be added thereto by way of Ryder, viz:—

“IX. And be it enacted, That this Act shall not come into operation or be in force until Her Majesty's Royal approbation be thereunto first had and declared.”

The amendment having had three several readings, and the question being taken thereon, it was agreed to by the House.

Resolved, That the Bill with the Ryder do pass.

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

According

According to the Order of the Day, the amendments made by the Legislative Council to—The Bill in further amendment of the Charter of the City of Saint John,—were severally read a third time.

Resolved, That the House do concur therein.

Ordered, That Mr. Ritchie return the Bill, with the amendments, to the Council, and acquaint them therewith.

On motion of Mr. Wark,

The House went into Committee of the whole on the Despatch of the Right Honorable Earl Grey, Her Majesty's Principal Secretary of State for the Colonies, under date of second March, 1848, in reference to the Lieutenant Governor's assent to Acts granting Bounties, which was laid before the House on the thirtieth day of the same month, by command of His Excellency.

Mr. Vail in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the subject referred to them under their consideration, had passed the following Resolution:—

Resolved, As the opinion of this Committee, That the subject matter of the Despatch now under consideration, should be referred by the House to a Select Committee, to report thereon by Address or otherwise.

Ordered, That the Report be accepted, and the Resolution as passed in the Committee adopted by the House.

On motion of Mr. Wark,

Resolved, That a Select Committee be appointed to take into consideration the subject of the Resolution now reported from a Committee of the whole House, and to report thereon by Address or otherwise.

Ordered, That Mr. Wark, Mr. Street, and Mr. R. D. Wilmot, do compose the said Committee.

A Message from the Legislative Council.

Mr. Dibblec, Master in Chancery, informed the House that the Council had agreed to

The Resolutions of Appropriation sent up from the Assembly dated the fourth day of April instant, with the exception of the following Grants:—

To Rachael Martin, Schoolmistress, the sum of twenty pounds in addition to the Grant already made:

To Ebenezer L. Burpe the sum of twenty five pounds as a Bounty for erecting an Oat Mill and Kiln in the Parish of Chipman, Queens' County:

To James F. Woodman the sum of ten pounds to remunerate him for teaching a School in Hopewell for six months ending on the first day of November, in the year of our Lord one thousand eight hundred and forty eight:

To Thomas Baker, of the Parish of Coverdale, in the County of Albert, Teacher, the sum of thirty five pounds to remunerate him in part for having taught a very superior School in that Parish during the past year:

To the Reverend Michael Powers and the Managing Committee of the Roman Catholic School at Bathurst, in the County of Gloucester, the sum of thirty pounds towards the support of that institution:

To the President and Directors of the Grammar School at Saint Andrews the sum of twenty pounds to enable them to employ an Assistant in that establishment:

To the Reverend M. A. Wallace and the Managing Committee of the Roman Catholic School at Saint Andrews, in the County of Charlotte, the sum of thirty pounds towards the support of that establishment:

To James Seivewright, of the Parish of Moncton, in the County of Westmorland, Teacher, the sum of thirty five pounds to remunerate him for having taught a superior School in that Parish during the past year:

To the Reverend Robert Irvine, Minister, and others, Trustees of the Saint John Presbyterian Church in the City of Saint John, the sum of one hundred pounds towards the support of a Presbyterian Seminary established in that City:

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of seven pounds ten shillings to be applied in the purchase of

of fifty acres of Wilderness Land, in the Parish of Alnwick, in the County of Northumberland, for the support of a School in that Parish, the title thereof to be vested in the Justices of the Peace for the said County, for the use and support of said School, agreeably to the Petition of Murdock M'Kenzie and others :

To the Commissioners of the Alms House and Work House for the City and County of Saint John, the sum of eight hundred and fifty two pounds six shillings and three pence to reimburse advances made by them in the year one thousand eight hundred and forty eight for the relief and support of sick and distressed Emigrants, the same to be taken from the Emigrant Fund; three hundred and fifty eight pounds fifteen shillings and seven pence of which to be paid by the said Commissioners to Mr. William G. Lawton, for advances made by him to former Overseers of the Poor, on the credit of the said City and County, for the support and relief of sick and distressed Emigrants, agreeably to the Report of the Select Committee on his application for reimbursement; and the sum of twenty pounds to reimburse expenses incurred in the support of sick and distressed Emigrants in the years one thousand eight hundred and forty one and one thousand eight hundred and forty two :

To Mary J. Bixby, a licenced Teacher, the sum of twenty pounds to remunerate her for teaching a School for one year ending fifth January last :

To Edward Jagoe, a licenced Teacher, the sum of ten pounds for having taught a School in the Parish of Saint Patrick for seven months ending on the tenth day of November, one thousand eight hundred and forty three :

To Amos Keith, a School Teacher, the sum of ten pounds to remunerate him for teaching a School in the Parish of Studholm, in Kings' County, for the period of six months ending the first day of July, one thousand eight hundred and forty eight :

To Joseph Baxter and James Stark, two of the Commissioners for the erection of a Bridge across the Kennebecasis River, in Kings' County, the sum of fifty pounds to remunerate them in part for heavy losses which they have sustained in defending a suit brought against them by the Contractors for the erection of said Bridge :

To Patrick M'Glinchy, of the Parish of Prince William, in the County of York, the sum of twenty five pounds, being Bounty for the erection of an Oat Mill and Kiln at that place, in lieu of any other Bounty :

To John Richards, of Nashwaaksis, in the County of York, the sum of twenty five pounds, being Bounty for the erection of an Oat Mill and Kiln at that place, in lieu of any other Bounty :

To the Justices of the Peace for the County of Albert the sum of fifteen pounds in aid of a Courier to run from the Post Office in Salisbury, to James M'Naughton's, in Elgin :

To the Justices of the Peace of the County of York the sum of twenty five pounds in aid of a Courier to run from Fredericton to Nackawick :

To the Justices of the Peace of the County of Northumberland the sum of forty five pounds to provide for a Courier between Miramichi and Shippegan :

To the Justices of the Peace of the County of Westmorland the sum of thirty pounds to compensate Andrew Murray for carrying the Mail Bags from Sackville to Cape Tormentine :

To Joseph Leavitt, Stage Proprietor on the Road between Fredericton and Saint Andrews, the sum of one hundred pounds towards keeping up his very efficient establishment during the present year :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of forty pounds to compensate a Courier for carrying the Mails between Oak Point, Mahood's in the Jerusalem Settlement, Dunn's near Foot of Long Island, and the Mouth of the Nerepis :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of twenty pounds to provide for carrying the Mails between Fredericton and Stanley :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of thirty pounds to provide for carrying the Mails between Saint John and Quaco :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of twenty five pounds to provide for carrying the Mails between Saint John, Black River, and Ten Mile Creek :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of fifteen pounds to provide for carrying the Mails between Saint John, via Caledonia and Hibernia, to Tynemouth :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of twenty pounds to provide for carrying the Mails between Saint John and Upham :

To the Justices of the Peace of the County of Westmorland the sum of ten pounds to provide for carrying the Mails between Sackville and North Joggins :

To the Justices of the Peace of the County of Albert the sum of fifteen pounds to provide for carrying the Mails between Harvey Post Office and Salmon River :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of fifteen pounds to provide for carrying the Mails from Steves', in Westmorland, to New Canaan, through Butternut Ridge, in Kings' County :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of forty pounds to provide for carrying the Mails between Bathurst and Pokemouche :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of ten pounds to provide for carrying the Mails between Springfield and Norton the current year :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of one hundred pounds to provide for carrying the Mails between Miramichi and Dalhousie semi-weekly :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of forty pounds to provide for carrying the Mails between the Madawaska and Saint Francis :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of thirty pounds to provide for carrying the Mails between Gagetown and Salmon River :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of fifteen pounds to provide for carrying the Mails between Long Creek and Sussex Vale :

Twenty seven pounds to Joseph Baxter and James Stark in part for losses sustained in the suit of Isaac Foshay against them as Commissioners ;

In which Resolutions the Legislative Council do not concur.

On motion of Mr. Ritchie,

Whereas this House and the Legislative Council have by a joint Address to Her Majesty placed at the disposal of the Imperial Government a very large quantity of ungranted Land, and have offered to purchase all the granted Lands through which a Rail Road might pass, as also any granted Lands required for Stations, and the sum of twenty thousand pounds per annum for the period of twenty years, for the encouragement of Her Majesty's Government, or of any Company, to build a Line of Railway through this Province, as a part of a Great Trunk Line from Halifax to Quebec, according to the Survey and Report of Major Robinson; and whereas the construction of such Line of Railway from Halifax to Quebec, although passing through this Province, would only in a very slight degree benefit the general interests of the Province, unless it were connected with some Shipping Port on the South Western part, and with our greatest Commercial Town at the Port of Saint John, to which free access can be had from Sea at all seasons of the year; and whereas the construction of a Line of Railway from Saint John to Shediac is not only in itself of the greatest importance to the general interests of this Province, but if such main Line is constructed, absolutely necessary; therefore

Resolved, As the opinion of this House, That with a view to encourage the construction of a Rail Road between Shediac and the City of Saint John, the Province should take Stock in the Saint John and Shediac Rail Road Company to the extent of £150,000, which sum shall be raised by the issue of Scrip, payable with Interest at a rate not exceeding six per centum half yearly in London, in such way and in such manner as may be fixed by His Excellency the Lieutenant Governor, by and with the advice and consent of the Executive Council, redeemable in forty years; and that the Province should guarantee Interest on £—— of the balance of the Stock of the said Company

Company for — years after the said Road shall be completed, and while in full operation; provided that no part of the Province money shall be paid until £150,000 of Stock shall be *bona fide* subscribed, and ten per centum paid up; and no calls shall be made on the Stock subscribed for by the Province that are not likewise made on the residue of the Stock subscribed for by private individuals, and that a Bill should be introduced for the purpose of carrying out the views of the House on this subject.

To which the Honorable Mr. Fisher moved as an amendment—To insert near the closing part of the said Resolution, after the words “subscribed for by private individuals,” as follows:—

“Such Scrip or the monies arising therefrom to be appropriated towards the erection of the said Rail Road in the following manner, in sums of £10,000 to every £10,000 that the Shareholders of the said Rail Road may subscribe, raise, appropriate, and actually expend in making the Rail Road; and that the Province shall be secured on the whole Road, and the Works connected therewith, for the payment of the money advanced therefor.”

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

YEAS.		NAYS.	
The Hon. Mr. Fisher,		The Hon. Mr. Partelow,	Mr. Taylor,
Mr. Boyd,		The Hon. Mr. Wilmot,	Vail,
Cranney,		Mr. Jordan,	Baillie,
Thomson,		Montgomery,	Woodward,
M'Leod,		Read,	Hayward,
Gilbert,		Wilson,	Miles,
Connell,		Ritchie,	End,
Street,		Botsford,	S. Earle,
J. Earle,		Ansley,	Porter,
Smith.		Barberie,	Wark.
		R. D. Wilmot,	

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.	
The Hon. Mr. Wilmot,	Mr. S. Earle,	The Hon. Mr. Fisher,	Mr. Boyd,
The Hon. Mr. Partelow,	R. D. Wilmot,	Mr. Read,	Cranney.
Mr. Ritchie,	Ansley,	J. Earle,	
Jordan,	Woodward,	Connell,	
Montgomery,	Baillie,	Hayward,	
Barberie,	End,	Miles,	
Street,	Porter,	Gilbert,	
Smith,	Botsford,	M'Leod,	
Wilson,	Taylor.	Wark,	
Vail,		Thomson,	

And so it was carried in the affirmative.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House that the Council had agreed to the following Bills, viz:—

The Bill for regulating the shipping of Seamen at the Port of Saint John:

The Bill to authorize the widening and enlarging of Mill Street, in the City of Saint John: and

The Bill to amend the Laws relating to Juries;

Without making any amendments thereto.

And that the Council had also agreed to

The Resolutions of Appropriation sent up from the Assembly, dated the fifth and seventh days of April instant, with the exception of the following Grants:—

To John Walsh the sum of forty pounds for having taught a School at Saint John, for two years, ending on the first day of February, one thousand eight hundred and forty eight:

To Michael Turney the sum of ten pounds for six months services in teaching a School in the Parish of Simonds, County of Saint John, ending on the eighth day of September, one thousand eight hundred and forty eight :

To James Wilson the sum of forty two pounds six shillings and four pence, costs incurred by him in defence of his Title to Lands, as reported by the Select Committee of last year, the necessary Vouchers having now been produced :

To the Overseers of the Poor of the Parish of Bathurst, in the County of Gloucester, the sum of twenty pounds for expenses incurred by them in the relief of an Emigrant Family, and forwarding them to Saint John, N. B. ; to be taken from the Emigrant Fund :

To Sarah Ann Dysart the sum of ten pounds for teaching a School in the Parish of Upham, in the County of Kings' County, for a period of six months :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of twenty pounds to pay a Courier between the Mouth of the Oromocto and John Bailey's, South Branch Oromocto :

To William F. Brand the sum of ten pounds for having taught a School in the Parish of Dorchester, County of Westmorland, for a period of six months, ending in January one thousand eight hundred and forty nine ;

In which Resolutions the Legislative Council do not concur.

On motion of the Honorable Mr. L. A. Wilmot,

The House again went into Committee of the whole on a Bill to appropriate a part of the Public Revenue for the services therein mentioned.

Mr. Cranney 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. McLeod,

The House went into Committee of the whole on a Bill to provide for opening and repairing Roads and erecting Bridges throughout the Province.

Mr. Taylor 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. Woodward,

Resolved, That a Committee be appointed to examine and report upon the state of Government House and the other Public Buildings, with a view of ascertaining the probable expense of keeping the same in repair.

Ordered, That Mr. Woodward, Mr. Ritchie, Mr. Wilson, Mr. Gilbert, the Honorable Mr. Fisher, and Mr. Montgomery, be the Committee for that purpose.

On motion of Mr. Wilson,

The House went into Committee of the whole on a Bill in addition to and in amendment of the Law relating to Highways.

Mr. Woodward in the Chair of the Committee.

Mr. Speaker resumed the Chair ; when

The House being counted, and it appearing that there were not a sufficient number of Members in attendance to form a quorum—

The Honorable Mr. Speaker adjourned the House until to-morrow morning at 9 o'clock.

Wednesday, 11th April, 1849.

Prayers.

Read a third time as engrossed,

A Bill to provide for opening and repairing Roads and erecting Bridges throughout the Province.

Resolved, That the Bill do pass.

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

On motion of the Honorable Mr. L. A. Wilmot,

The House went into Committee of the whole on a Bill to amend an Act, intituled "An Act to provide for the support and improvement of the Parish Schools."

Mr. Cranney 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. Partelow,

The House went into Committee of the whole on a Bill further to secure the Navigation of the River and Harbour of Saint John, in the City and County of Saint John.

Mr. Barberie 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 said Bill, under the Title of—

A Bill in addition to and in amendment of the Act relating to the Navigation of the River and Harbour of Saint John.

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

On motion of Mr. Botsford,

Whereas the Report of the Committee on Light Houses to whom was referred the Petition of Thomas Robson, of Sackville, in the County of Westmorland, stating that he had invented Machinery for working a Fog Bell by wind, and proposing to enter into contract with the Commissioners of Light Houses to erect one at his own expense, and if it should prove a failure he would submit to the loss, but if it should be successful he would require to be remunerated for all his expenses in the erection, and a further sum of £200 to remunerate him for the invention, has been received by the House; and whereas in that Report it is recommended that the Commissioners of Light Houses enter into an arrangement with Mr. Robson, with due regard to a proper economy; therefore

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to direct the necessary steps to be taken to give effect to the wishes of this House, in accordance with the Report of the Committee.

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

YEAS 11.

NAYS 15.

And it was thereupon decided in the negative.

Read a third time as engrossed,

A Bill to amend an Act, intituled "An Act to provide for the support and improvement of the Parish Schools."

Resolved, That the Bill do pass.

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

On motion of Mr. Ritchie,

The House went into Committee of the whole on a Bill to encourage and facilitate the construction of a Railway from Saint John to Shediac.

Mr. Taylor 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.	
The Hon. Mr. Fisher,	Mr. M'Leod,	The Hon. Mr. Wilmot,	Mr. Jordan,
Mr. Thomson,	Wark,	The Hon. Mr. Partelow,	Vail,
Read,	Cranney,	Mr. Ritchie,	Wilson,
Connell,	Boyd.	Barberie,	Smith,
J. Earle,		Baillie,	S. Earle,
Hayward,		Woodward,	Ansley,
Miles,		Porter,	Montgomery,
Gilbert,		R. D. Wilmot,	Botsford.

Whereupon it was decided in the negative.

The question was then taken upon the first Section of the Bill, when the Committee divided as follows:—

YEAS.		NAYS.	
The Hon. Mr. Partelow,	Mr. Botsford,	The Hon. Mr. Fisher,	Mr. J. Earle,
The Hon. Mr. Wilmot,	Vail,	Mr. Boyd,	Connell,
Mr. Ansley,	Ritchie,	Porter,	Thomson,
S. Earle,	Jordan,	Cranney,	Miles,
Montgomery,	R. D. Wilmot,	Wark,	Read.
Smith,	Woodward,	M'Leod,	
Wilson,	Baillie.	Gilbert,	
Barberie,		Hayward,	

And it was thereupon carried in the affirmative.

That the Committee then proceeded in the Bill, and the twelfth Section thereof was under their consideration, which limits the amount per annum which shall be paid to the said Company, after the completion of the said Railway, on the balance of Stock not taken by the Province, for the purpose of making up any deficiency in the clear profits, whereby the said Company may realize on such balance a less annual profit or interest than six per centum; when

It was moved—To fill up the blank with the sum of *Nine thousand pounds*.

Upon this question, the Committee again divided as follows:—

YEAS.		NAYS.	
The Hon. Mr. Speaker,	Mr. Barberie,	The Hon. Mr. Fisher,	Mr. Hayward,
The Hon. Mr. Partelow,	Ritchie,	Mr. Boyd,	Miles,
The Hon. Mr. Wilmot,	R. D. Wilmot,	Porter,	J. Earle,
Mr. S. Earle,	Woodward,	Thomson,	Smith,
Vail,	Baillie,	Wark,	Connell.
Ansley,	Botsford,	Cranney,	
Jordan,	Montgomery.	M'Leod,	
Wilson,		Gilbert,	

And it was thereupon carried in the affirmative, and the amount determined at that sum.

That the Committee then went through the Bill, and having made amendments thereto, agreed to the same.

The Report being read at the Clerk's Table, and the question put from the Chair for accepting the same, the House divided—

YEAS 16.

NAYS 13.

And so it was carried in the affirmative.

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

Read a third time as engrossed,

A Bill in addition to and in amendment of the Act relating to the Navigation of the River and Harbour of Saint John.

Resolved, That the Bill do pass.

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

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House that the Council had agreed to The Bill further to facilitate the making of a Rail Road from Saint Andrews to Woodstock, with a Branch to Saint Stephen.

And he further informed the House that the Council had passed

A Bill, intituled "An Act to amend an Act relating to Insolvent Confined Debtors;" 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.

On motion of Mr. Ritchie,

The House went into Committee of the whole on a Bill in amendment of an Act, intituled "An Act relating to Wrecked Property."

Mr. Woodward 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. Partelow,

The House again went into Committee of the whole on a Bill to appropriate a part of the Public Revenue for the services therein mentioned.

Mr. Cranney 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 motion of Mr. R. D. Wilmot,

Resolved, That a Committee be appointed to search the Journals of the Honorable the Legislative Council, to ascertain what proceedings have been had on "A Bill to authorize the issuing of Treasury Notes," and "A Bill for the encouragement of the Fisheries of this Province."

Ordered, That Mr. R. D. Wilmot be the Committee for that purpose.

On motion of Mr. M'Leod,

The House went into Committee of the whole on a Bill for granting a Bounty on Wheat.

Mr. Baillie 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, it was carried in the affirmative.

Ordered, That the Report be accepted, and the further consideration of the said Bill accordingly postponed for three months.

Mr. Porter, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of the ninth instant, praying that His Excellency would be pleased to bring under the consideration of Her Majesty's Government the necessity of the several Ports of Saint Stephen, Dorchester, Sackville, Shediac, Richibucto, and Bathurst, being established as Free Ports, for the purpose of allowing Foreign Goods to be imported direct from the place of their growth and origin, reported—That they had attended to that duty, and that His Excellency was pleased to say, the wishes of the House should be forthwith transmitted to Her Majesty's Government.

Mr. Thomson, from the Committee appointed on the thirty first day of January last, to take into consideration the subject of the Fisheries of 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

" The Committee appointed on the thirty first day of January last, to take into consideration all matters connected with the Fisheries of the Province, submit the following Report—

" That they have had before them the Petition of Daniel McLaughlin, of Grand Manan, praying compensation for damages sustained by him in the execution of his duty as an Overseer of the Fisheries at said Island of Grand Manan, but cannot, from want of sufficient information, at present recommend the prayer of his Petition to the favourable consideration of the House.

" They also had before them the Petition of John Woolner, of Bathurst, praying that relief might be afforded him for certain losses sustained by him in connection with the Fisheries: They cannot recommend the prayer of this Petition to the House.

" Your Committee understand that much inconvenience and loss is incurred by the Fishermen and Inhabitants of Grand Manan, from want of some Officer armed with greater authority than that of a Justice of the Peace, and would suggest that an Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency would, during the ensuing season, direct inquiry to be made as to the necessity of appointing a Stipendiary Magistrate at Grand Manan, for the purpose of aiding in the protection of the Public Peace, and facilitating the interests of the Fishermen at that place; and if the appointment of such Officer should be deemed expedient, that a Bill should be prepared and passed next Session of the Legislature, to empower the Executive to appoint such Stipendiary Magistrate, with an appropriate Salary, and armed with the necessary authority to carry out the duty incident to said Office.

All which is respectfully submitted.

" R. THOMSON,
JAMES BOYD,
JAMES TAYLOR,
I. WOODWARD.

" *Committee Room, 11th April, 1849.*"

Ordered, That the Report be accepted.

On motion of Mr. S. Earle,

Whereas it appears by the Returns from the Clerks of the Peace in the several Counties, and laid before this House on the fourth instant, by command of His Excellency the Lieutenant Governor, that certain sums of money granted to provide for the relief of the necessities occasioned by the failure of the Potato Crop, under the Act 9 Victoria, chapter 52, are now in the hands of several of the Commissioners, and unexpended by them, and that certain other sums of money are now in the hands of several of the Treasurers in their respective Counties; therefore

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause the several Commissioners to transmit any obligations they may now hold against those persons who may have received relief, under the provisions of the above Act, and to pay over to the said County Treasurers all sums of money now in their hands unaccounted for; and that the said County Treasurers be directed forthwith to pay over to the Provincial Treasurer all sums of money by them received under the above recited Act.

Ordered, That Mr. S. Earle, Mr. Gilbert, and Mr. Smith, be a Committee to wait upon His Excellency with the Address.

The House adjourned until to-morrow morning at 9 o'clock.

Thursday, 12th April, 1849.

Prayers.

Read a third time as engrossed,

A Bill to encourage and facilitate the construction of a Railway from Saint John to Shediac.

Upon the question, that the said Bill do now pass and be sent to the Council for their concurrence, the House divided as follows:—

YEAS

YEAS.		NAYS.	
The Hon. Mr. Wilmot,	Mr. Vail,	The Hon. Mr. Fisher,	Mr. Street,
The Hon. Mr. Partelow,	Ritchie,	Mr. Read,	Connell,
Mr. Barberie,	R. D. Wilmot,	Carman,	Hayward,
Montgomery,	Ansley,	J. Earle,	Miles.
End,	Jordan,	Cranney,	
S. Earle,	Taylor,	Wark,	
Wilson,	Woodward,	M'Leod,	
Botsford,	Baillie.	Gilbert,	

And so it was carried in the affirmative.

Resolved, thereupon, That the Bill do pass.

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

Read a third time as engrossed,

A Bill in amendment of an Act, intituled "An Act relating to Wrecked Property."

Resolved, That the Bill do pass.

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

On motion of the Honorable Mr. L. A. Wilmot,

The House went into Committee of the whole on a Bill sent down from the Legislative Council, intituled "An Act to amend an Act, intituled 'An Act relating to Insolvent confined Debtors.'"

Mr. Taylor 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 said Bill be now read a third time.

The said Bill was then accordingly read a third time.

Resolved, That the House do agree thereto.

Ordered, That Mr. Ritchie return the Bill to the Council and acquaint them therewith.

Mr. Wark, from the Committee appointed on the tenth day of April instant, to prepare an humble and dutiful Address to Her Most Gracious Majesty, upon the subject of the Lieutenant Governor of this Province giving assent to Acts granting Bounties, reported a draft thereof; and he having read the same, handed it in at the Clerk's Table, where it was again read.

Ordered, That the Report be accepted; and

On motion of Mr. Wark,

The House went into Committee of the whole on the said Address.

Mr. Botsford in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the Draft Address referred to them under their consideration, had agreed to the same.

Ordered, That the Report be accepted.

The Address being then agreed to by the House, was ordered to be engrossed.

On motion of Mr. Woodward,

Resolved, That the House do now go into Committee of the whole in further consideration of a Bill to admit certain articles, the growth or production of the United States of America, into this Province Duty free, upon condition that the like articles, the growth or production of this Province, are admitted into the United States Duty free.

To which Mr. R. D. Wilmot moved as an amendment—To expunge the word "now," and substitute the words "at the next Session of the Legislature."

And upon the question, it was carried in the affirmative, and the further consideration of the said Bill accordingly postponed until the next Session.

On motion of Mr. Carman,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause all further proceedings on a Bond of the Honorable Joseph Cunard and Benjamin Wolhaupter, bearing date the twenty second day of July, 1844, to be discontinued on payment of the costs already incurred.

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

YEAS.		NAYS.
The Hon. Mr. Fisher,	Mr. Barberie,	The Hon. Mr. Partelow,
Mr. Carman,	Wilson,	The Hon. Mr. Wilmot,
Miles,	Woodward,	Mr. Ritchie,
Montgomery,	Taylor,	Ansley,
S. Earle,	Baillie,	J. Earle,
Porter,	Connell,	End,
Read,	Vail,	Gilbert.
Smith,	M'Leod.	
Botsford,		

And so it was carried in the affirmative.

Ordered, That Mr. Carman, Mr. M'Leod, and Mr. Vail, be a Committee to wait upon His Excellency with the Address.

On motion of Mr. Miles,

Whereas at the last Session of the Assembly, a Special Grant of £50 was made "For the Road from Jacob Smith's, in Burton, through the Victoria Settlement, to Gillan's;" and whereas George W. Hoben, the Commissioner appointed to expend the same, has not appropriated the money on the Road so described, although he states in his Account that he has done so; therefore

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause the said Commissioner to refund the said sum of £50, in order that it may be re-appropriated on the above described Road.

Ordered, That Mr. Miles, Mr. Hayward, and Mr. M'Leod, be a Committee to wait upon His Excellency with the Address.

On motion of Mr. Taylor,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to carry into effect the substance of the Resolutions passed in this House on the third day of April instant, relative to the Salary of the Honorable the Surveyor General, and that in future no greater sum than £1,200 Currency per annum be paid for the services of that Officer.

The Honorable Mr. L. A. Wilmot moved the previous question—That the question upon the said Resolutions be now put.

And upon the question, the House divided—

YEAS 8.

NAYS 6.

Whereupon it was carried in the affirmative.

The question was then taken upon the Resolution, when the House divided as follows:—

YEAS.		NAYS.
The Hon. Mr. Wilmot,	Mr. Ansley,	The Hon. Mr. Fisher,
The Hon. Mr. Partelow,	Barberie,	Mr. End,
Mr. Gilbert,	Connell.	Botsford,
Ritchie,		Street,
Hayward,		Cranney,
J. Earle,		R. D. Wilmot.

And so it was carried in the affirmative.

Ordered, That Mr. Taylor, Mr. Hayward, and Mr. Gilbert, be a Committee to wait upon His Excellency with the Address.

Mr.

Mr. R. D. Wilmot, from the Committee appointed yesterday to search the Journals of the Honorable the Legislative Council, to ascertain what proceedings have been had upon "The Bill to authorize the issuing of Treasury Notes," and "The Bill for the encouragement of the Fisheries of this Province," reported—That he had attended to that duty, and received from the Clerk of the Council the following extracts from the Journals of that House:—

"Legislative Council Chamber, 10th April, 1849.

"Resolved, That the Bill to authorize the Issuing of Treasury Notes be postponed for three months.

"Legislative Council Chamber, 10th April, 1849.

"Resolved, That the Bill for the encouragement of the Fisheries of this Province be postponed for three months.

"G. BOTSFORD, Clk."

Mr. S. Earle, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of yesterday, in reference to obligations and monies in the hands of Commissioners and County Treasurers, under the Act 9 Victoria, chapter 52, for the relief of the necessities occasioned by the failure of the Potato Crop, reported—That they had attended thereto, and that His Excellency was pleased to say, the wishes of the House should be complied with.

On motion of the Honorable Mr. L. A. Wilmot,

Resolved, That the Resolution of this House of the ninth instant, relative to the application of a portion of the Bye Road Appropriations, be communicated to the Legislative Council; and

Ordered, That the Honorable Mr. L. A. Wilmot do communicate the same.

The Address to Her Most Gracious Majesty the Queen, relative to His Excellency the Lieutenant Governor's assent to Acts passed the Legislature of this Province granting Bounties, was read as engrossed, and is as follows:—

"To the Queen's Most Excellent Majesty.

"The Humble and Dutiful Address of the House of Assembly of the Province of New Brunswick, in General Assembly convened.

"MAY IT PLEASE YOUR MAJESTY,

"We, Your Majesty's Faithful Subjects, the Representatives of the People of New Brunswick, beg leave, with renewed assurances of Loyalty and Attachment to Your Majesty's Person and Government, and fully sensible of the deep interest Your Majesty takes in the prosperity of Your Colonial Subjects, most respectfully to bring under Your Royal consideration that part of a Despatch, No. 168, under date second March, 1848, from the Right Honorable Earl Grey, Secretary of State for the Colonies, to the late Lieutenant Governor of this Province, Sir William Colebrooke, in reference to the impolicy of encouraging the investment of Capital and Industry in pursuits and enterprizes, by granting Bounties; in which Despatch, His Lordship was pleased to direct the Lieutenant Governor of this Province to withhold his assent from any Law which might thereafter be passed by the Provincial Legislature, involving such a principle.

"That although fully sensible that such instructions have arisen from a conviction on the part of Your Majesty's Government, that enactments of the description in question will militate against the interests of the Province, judging from the effect of such encouragement in the Mother Country; yet we, Your Majesty's Faithful Commons of New Brunswick, beg leave most respectfully to urge the wide difference in that respect between an old and a new Country: That in a new Colony like New Brunswick, where Capital is scarce, and the natural resources of the Country comparatively little developed, we respectfully submit, that it is not only good policy, but it becomes, in many instances, necessary to encourage, by Legislative Bounties, the embarking of Capital and Industry in undertakings and pursuits which, however beneficial and profitable they may appear in theory, have not been practically tested. With these

views

views we would humbly submit, that in matters so purely local, involving no constitutional principle, and in no way conflicting with Your Majesty's relations with Foreign Powers, the Legislature of New Brunswick may be safely left to the free exercise of its discretion.

"We therefore, on behalf of Your Majesty's Faithful Subjects, the Inhabitants of this Loyal Colony, earnestly pray that Your Majesty will be graciously pleased to direct that the instructions to the Lieutenant Governor, contained in the Despatch referred to, may be re-considered by Your Majesty's Government.

"JOHN W. WELDON,
Speaker of Assembly."

On motion of Mr. R. D. Wilmot,

Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to transmit this Address to the Right Honorable Earl Grey, Her Majesty's Secretary of State for the Colonies, to be laid at the Foot of the Throne.

Ordered, That Mr. Street, Mr. R. D. Wilmot, and Mr. Hayward, be a Committee to wait upon His Excellency with the Address.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House, that the Council had agreed to The Bill to provide for opening and repairing Roads and erecting Bridges throughout the Province.

And also to

The Bill to amend an Act, intituled "An Act to provide for the support and improvement of the Parish Schools: and

The Bill in amendment of an Act, intituled "An Act relating to Wrecked Property;" Without making any amendments thereto.

And that they had also agreed to

The Bill in addition to and in amendment of the Act relating to the Navigation of the River and Harbour of Saint John;

With an amendment, to which they desire the concurrence of the Assembly.

The said amendment was then read a first and second times, and is as follows:—

From A in Section I. expunge the remainder of the Section.

The said amendment was then read a third time.

And upon the question, that the same be concurred in, the House divided—

YEAS 16.

NAYS 4.

Whereupon it was carried in the affirmative.

Resolved, That the House do concur therein.

Ordered, That Mr. Woodward return the Bill, with the amendment, to the Council, and acquaint them therewith.

On motion of Mr. Woodward,

The House again went into Committee of the whole on a Bill to prevent arrests of the person in certain cases.

Mr. Miles 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 this Bill be postponed until the next Session of the Legislature.

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 until the next Session.

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

Friday, 13th April, 1849.

Prayers.

Mr. Ritchie, from the Committee appointed on the thirty first day of January last to take into consideration the subject of the Contingencies of this House, 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:—

CONTINGENCIES, HOUSE OF ASSEMBLY, 1849.

Rankin, Gilmour & Co. Stationery, as per Invoices, (Bills at 8 $\frac{1}{2}$ cent.)	£290	2	5
Henry S. Beek, Binding Laws, Journals, &c., and Sundries furnished,	71	7	6
Jonathan G. Harding, Paper Cases, &c.,	11	18	3
Joseph Gaynor, Sundries,	5	6	0
Thomas Aitkin, Carpenter,	5	0	6
Spafford Barker, Candlesticks,	1	9	0
T. C. Everitt, Repairing Stoves,	0	17	0
R. Rankin & Co., Duties on Stationery,	16	15	6
Nelson Turney, Truckage from Oromocto,	1	10	0
Charles Hazen, Storage,	0	18	0
Justin Spahn, Repairing and taking charge of Clock, and Sundries furnished,	9	4	9
George Garden, Wood,	19	2	6
H. B. Rainsford, Do.,	3	0	0
Sawing, Splitting, and Piling,	12	0	0
William A. M'Lean, Coal,	15	2	6
Albion, to January 1850,	3	0	0
Quebec Gazette, to May 1849,	2	12	0
Montreal Herald,	3	2	6
Quebec Mercury,	2	10	0
Mark Needham, Librarian, to pay man attending to make Fires and keeping Room in order,	12	10	0
Benjamin Wolhaupter, Sheriff,	10	0	0
J. B. Payne, Travelling expenses,	3	0	0
Peter Parker, Cleaning Stoves, and Scrubbing and Cleaning Assembly Rooms,	5	10	0
Printing Notices limiting the time for introduction of Petitions, &c. :—			
Head Quarters, J. P. A. Phillips, including charge for Rail Road Reports, Churchhill's Lecture, &c.	20	16	6
Charlotte Gazette,	1	2	0
Observer, D. A. Cameron,	0	11	8
Reporter, J. Hogg,	0	15	0
George Turner, Sleigh Hire, 74 days,	92	10	0
Do. extra Hire,	10	0	0
John Biggs, attendance on Executive Council,	14	12	6
Charles P. Wetmore, Sundries,	5	0	8
Sleighs to Government House with Address,	1	10	0
Clerk, extra services the present Session, same allowance as for former years,	100	0	0
Clerk, preparing Index to Journals and Files of House, and other services during recess,	100	0	0
Clerk Assistant, extra allowance,	50	0	0
Engrossing Clerks :—			
Henry T. Partelow,	90	0	0
George J. Bliss,	90	0	0
T. Robert Wetmore,	25	0	0
Expenses of Gentlemen of the Press from Saint John,	6	0	0
<i>Carried forward,</i>	£1,103	16	9

<i>Brought forward,</i>	....	....	....	....	£1,103	16	9
Extra Copying for Crown Officers,	....	....	....	....	15	0	0
C. P. Wetmore, for Sundries,	....	....	....	....	3	13	0
Central Bank advanced Thomas Aitken, work done on Room, Legislative Library,	....	....	....	....	30	0	0
Contingencies Legislative Council,	....	....	....	....	727	3	6
					<hr/>		
					£1,879 13 3		
					<hr/>		

“ The Committee on Contingencies, report the amount of the Assembly’s Contingencies for the present Session to be eleven hundred and fifty two pounds nine shillings and nine pence, agreeably to the Account now submitted, which your Committee recommend being published in detail. The hasty manner in which the Session was brought to a close last year, precluded the then Committee from investigating and reporting upon the Contingencies, and consequently the sum of fifteen hundred pounds was placed at the disposal of the Clerk of the House to provide for them. Upon examining the vouchers and other claims for the Session of 1848, the Committee have ascertained the Contingencies for that Session to be £1,344 15 3 ; consequently the difference between that sum and the £1,500 granted, must be deducted from the appropriation for the present Session. The sum to be granted is therefore £997 5s., which in addition to the Council’s Contingencies, £727 3 6, will make the amount to be appropriated £1,724 8 6.

“ The Committee have investigated these Accounts most rigidly, and a saving of nearly £200 has been effected, when compared with the expenditure of 1848.

“ Your Committee are of opinion that further gradual reductions should be made, and that a further saving could be effected if the Stationery and other absolute necessities required for the use of the Session, were purchased in the Province, instead of being imported, and they recommend that course in future to be adopted. Some other large items should be voted in Supply, and not as heretofore, form part of the Contingent Bill.

“ Respectfully submitted.

“ W. J. RITCHIE,
J. R. PARTELOW,
W. WILSON,
JAMES TAYLOR.

“ Committee Room, April 13, 1849.”

On motion of Mr. R. D. Wilmot,

The House went into Committee of the whole on the said Report.

Mr. Hayward 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, the following Resolution was first moved :—

Resolved, As the opinion of this Committee, that the allowances hitherto made for the extra services of the Clerk and Clerk Assistant, should be sustained by the House, the same being for the duties performed.

To which an amendment was moved—To expunge all after the words “ opinion of this Committee,” and substitute as follows :—

“ That one hundred pounds be added to the Contingent Bill to make the allowance of the Clerk of this House for the years 1848 and 1849 the same as the previous year, but for the future it shall not exceed four hundred pounds from any and all sources of Income; and also that the allowance of the Clerk Assistant shall be placed on the same footing as before by adding twenty five pounds, and thereafter it shall be as recommended by the Committee on the Contingent Bill in their Report.”

And the question being taken upon the said amendment, it was decided in the negative.

The question was then taken upon the original Resolution, when the Committee divided as follows :—

YEAS.		NAYS.
The Hon. Mr. Speaker,	Mr. Street,	The Hon. Mr. Partelow,
The Hon. Mr. Wilmot,	R. D. Wilmot,	Mr. Ritchie,
The Hon. Mr. Fisher,	Porter,	Taylor,
Mr. J. Earle,	M'Leod,	Gilbert,
Smith,	End,	Woodward.
Jordan,	Connell,	
Botsford,	S. Earle,	
Vail,	Baillie.	
Ansley,		

And it was thereupon carried in the affirmative.

That the Committee then passed a further Resolution, as follows :—

Resolved, As the opinion of this Committee, that the House should direct the Clerk to order no more Stationery for the use of the House.

Ordered, That the Report be accepted.

The Resolutions, as passed in the Committee, being read at the Clerk's Table, were adopted by the House, and are as follow :—

Resolved, That the allowances hitherto made for the extra services of the Clerk and Clerk Assistant should be sustained by the House, the same being for the duties performed.

Resolved, That the Clerk do order no more Stationery for the use of the House.

Read as engrossed,

The Resolutions of Appropriation made and passed in Supply on the seventh day of April instant, severally granting—

To the Postmaster at Fredericton the sum of £497 5 10 for the Postages of the Legislature during the present Session :

To the Clerk of the House of Assembly the sum of £1,849 8 6 for the Contingencies of the present Session.

Ordered, That Mr. Hayward do take the said Resolutions to the Council and desire their concurrence thereto.

Mr. Woodward, from the Committee appointed to examine into the state of Government House and other Public Buildings, 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 eleventh instant, to examine and report upon the repairs and improvements that may be required on Government House and other Public Buildings, Report—

“That they have attended to that duty, and on examination of Government House, found that some work had been done during the past season in new topping the Stone Chimnies, Painting and Papering a large part of the interior of the House, and other repairs. There will be required this season repairs of Fences around the grounds, as also of the Balcony or Verandah on the River front, which is in a very bad state, as are also the Wing Rooms, particularly the southern one, in which the plastering of the ceiling has fallen down. The Stables and Out-Houses require painting, never having been painted since their erection, which your Committee think bad economy.

“The Public Offices, the House of Assembly, and Legislative Council Rooms, with the Committee Rooms, &c., attached, are in a tolerable good state for the coming season.

“All which is respectfully submitted.

“I. WOODWARD, *Chairman*.

“*Committee Room, April 13, 1849.*”

Ordered, That the Report be accepted.

On motion of Mr. Ansley,

Resolved, That a Committee be appointed to make arrangements during the recess for reporting of the Debates at the next sitting of the Legislature.

Ordered, That Mr. Ansley, the Honorable Mr. L. A. Wilmot, and the Honorable Mr. Partelow, be the Committee for that purpose.

Mr.

Mr. Miles, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of yesterday, on the subject of the misapplication, by G. W. Hoben, of the Grant made at the last Session, for the Road from Jacob Smith's, in Burton, through the Victoria Settlement, to Gillan's, reported—That they had attended thereto, and that His Excellency was pleased to say, he would lay the matter before his Council, and the same should be investigated.

Mr. M'Leod, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House of yesterday, relative to the discontinuing the proceedings had upon the Bond of the Honorable Joseph Cunard, and Benjamin Wolhaupter, reported—That they had attended thereto, and that His Excellency was pleased to say, he would put the same before his Council.

A message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House that the Council had agreed to the Resolutions of Appropriation, dated the seventh day of April instant, severally granting the sums of £497 5 10 for Postages, and £1849 8 6 for the Contingencies of the present Session.

Read a third time as engrossed,

A Bill to appropriate a part of the Public Revenue for the services therein mentioned.

Resolved, That the Bill do pass.

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

Mr. Taylor, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of this House of yesterday, on the subject of the reduction of the Salary of the Honorable the Surveyor General, reported—That they had attended to that duty, and that His Excellency was pleased to say, he would communicate with the House by Message on the subject of the Address.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, informed the House that the Council had agreed to

The Bill to appropriate a part of the Public Revenue for the services therein mentioned.

Mr. R. D. Wilmot, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of yesterday, requesting that His Excellency would be pleased to transmit the Address of the House to Her Most Gracious Majesty the Queen, upon the subject of the Lieutenant Governor's assent to Acts granting Bounties, reported—That they had attended to that duty, and that His Excellency was pleased to say, the wishes of the House should be complied with.

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

Saturday, 14th April, 1849.

Prayers.

Mr. Baillie, from the Committee appointed on the twenty sixth day of March last, on the part of this House, to join the Committee of the Honorable the Legislative Council, to prepare an Address to Her Most Gracious Majesty, relative to an early settlement of the Boundary between this Province and Canada, reported—That the Committee had met, and prepared a Draft of the said Address, which he was directed to submit to the House; and the same being read, was handed in at the Clerk's Table, and there again read.

Ordered, That the Report be accepted.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, communicated the following:—

“*Legislative Council Chamber, 14th April, 1849.*”

“*Resolved*, That this House doth agree to the Joint Address to Her Majesty, relative to the settlement of the Boundary Line between this Province and Canada, as prepared by the Joint Committee of the Legislative Council and House of Assembly.”

“*J. GREGORY, Clerk Assistant.*”

The House proceeded to take into consideration the said Draft Address, as reported by the Select Committee on the part of this House; when

On motion of the Honorable Mr. L. A. Wilmot,

Resolved, That this House doth agree to the Joint Address to Her Majesty, upon the subject of the settlement of the Boundary between this Province and Canada; and

Ordered, That Mr. Baillie communicate the same to the Legislative Council.

A Message from the Legislative Council.

Mr. Dibblee, Master in Chancery, communicated the following:—

“Legislative Council Chamber, 14th April, 1849.

“Resolved, That the Honorable Mr. Botsford be a Committee, on the part of this House, to join such Committee as may be appointed by the Assembly, to wait upon His Excellency the Lieutenant Governor with the Joint Address of the Legislative Council and Assembly, on the subject of the Boundary Line between this Province and Canada, and request that His Excellency will be pleased to transmit the same, to be laid at the Foot of the Throne.

“J. GREGORY, Clerk Assistant.”

On motion of the Honorable Mr. L. A. Wilmot,

Resolved, That a Committee of this House be appointed, to join the Committee of the Honorable the Legislative Council, to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Majesty, relative to the settlement of the Boundary Line between this Province and Canada.

Ordered, That the Honorable Mr. L. A. Wilmot and Mr. Baillie be the Committee on the part of this House; and further

Ordered, That Mr. Baillie communicate the same to the Council.

The Joint Address was then read as engrossed, and is as follows:—

“To the Queen’s Most Excellent Majesty.

“The Humble 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, Your Majesty’s devoted Subjects, the Legislative Council and Assembly of New Brunswick, beg leave to approach Your Majesty with assurances of our sincere attachment to Your Majesty’s Person and Government.

“We had hoped that ere this the long pending dispute respecting the Boundary between this Province and Canada would have been definitively settled; and we therefore regret that no intelligence has yet been received of the determination of Your Majesty’s Government on this important subject.

“Respectfully urging upon Your Majesty’s Government the necessity for an early settlement of this question, we humbly pray Your Majesty that such steps may be taken by Your Majesty’s Government as will secure to Your Majesty’s Subjects in this Province their just rights to the Territory in dispute, and establish the Boundary Line between the Provinces.

“WILLIAM BLACK,
President of Legislative Council.

“JOHN W. WELDON,
Speaker of Assembly.”

The Address was then handed to the Joint Committee 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. Ritchie,

Resolved, That the Clerk of this House, together with the Secretary of the Province, be a Committee to receive Tenders for Printing the Journals and the other Miscellaneous Printing of this House, as recommended by the Select Committee on Public Printing, and adopted by the House; and that they be authorized to carry out such recommendation, and report the same to the House next Session.

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. L. A. Wilmot, 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, 14th April, 1849.

“ EDMUND HEAD.

“ The Lieutenant Governor has received the Address of the House of Assembly, relating to the Salary of the Surveyor General ; and he will lose no time in communicating on the subject with Her Majesty's Secretary of State for the Colonies.

“ Until the Lieutenant Governor receives further instructions, he considers himself bound to pay Mr. Baillie at the rate of £1200 Sterling, according to Earl Grey's Despatch of the twenty second of June, 1847.

“ E. H.”

The Honorable Mr. L. A. Wilmot, from the Committee appointed to join the Committee of the Honorable the Legislative Council, to wait upon His Excellency the Lieutenant Governor with the Joint Address of the Council and Assembly, to Her Most Gracious Majesty, upon the subject of the settlement of the Boundary Line between this Province and Canada, and request that His Excellency would be pleased to transmit the same, to be laid at the Foot of the Throne, reported—That they had attended to that duty, and that His Excellency was pleased to say, the wishes of the House should be complied with.

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 follows:—

“ May it please Your Excellency,

“ The Assembly, with feelings of loyalty and attachment to Her Majesty's Person and Government, attend Your Excellency, and present the several Bills of Supply passed during the present Session.

“ With a due regard to economy, they have provided for the Ordinary Services of the Province, and for the Internal Improvements of the Country ; and the Assembly have the fullest confidence, that the sums so placed at the disposal of the Executive Government, will be faithfully expended.

“ The Bills I now have the honor, in the name and on behalf of Her Majesty's Faithful and Loyal Subjects, the Commons of New Brunswick, to tender for Your Excellency's assent, are intituled—

“ A Bill to appropriate a part of the Public Revenue for the payment of the Ordinary Services of the Province :

“ A Bill to appropriate a part of the Public Revenue for the services therein mentioned :

“ A Bill to provide for opening and repairing Roads and erecting Bridges throughout the Province :

“ A Bill for the encouragement of Agriculture : and

“ A Bill to provide for the improvement of the Navigation of the River Saint John.”

That His Excellency was then pleased to give His assent to the several Bills presented by the Assembly, as also to the following, intituled—

An Act for the adjustment of certain outstanding Bonds to the Crown :

An Act for the re-appropriation of the sums granted to the Counties of Northumberland and Restigouche at the last Session of the Legislature for the purchase of Seed :

An Act to consolidate and amend the several Acts of Assembly relating to Summary Actions :

An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law :

An Act to amend the Law relating to Juries :

An

An Act in further amendment of the Law relating to the Registry of Deeds and other Instruments :

An Act to repeal the several Acts of Assembly relating to Bankruptcy in this Province :

An Act to amend an Act relating to Insolvent Confined Debtors :

An Act to amend an Act, intituled "An Act to provide for the support and improvement of Parish Schools :"

An Act to restrain the holding of Parishes in plurality by the Clergy of the Church of England in this Province :

An Act in amendment of an Act, intituled "An Act relating to Wrecked Property :"

An Act to amend an Act, intituled "An Act for ascertaining the Population of this Province, and for other purposes therein mentioned :"

An Act for regulating the shipping of Seamen at the Port of Saint John :

An Act to authorize the widening and enlarging of Mill Street in the City of Saint John :

An Act to increase the Capital Stock of the Saint John Water Company, and to provide a more efficient supply of Water in the City of Saint John :

An Act in addition to and in amendment of the Act relating to the Navigation of the River and Harbour of Saint John :

An Act to make provision for a Public Burial Ground in and for the City and County of Saint John :

An Act to authorize the sale of a Lot of Land and Premises purchased for a Sailors' Home in the City of Saint John :

An Act for the appointment of Commissioners of Sewers for the Parish of Sackville, in the County of Westmorland, and to divide certain Marsh Lands in said Parish into several Bodies or Districts :

An Act to authorize and empower the Rector, Church Wardens and Vestry of Saint George's Church, in the Parish of Bathurst, in the County of Gloucester, to sell and convey a certain tract or lot of Glebe Land situate in the said Parish, and to vest the proceeds in the purchase of other Lands in a more desirable situation, and more productive :

An Act to facilitate the operations of the York and Carleton Mining Company :

An Act to amend an Act, intituled "An Act to incorporate the City of Fredericton :"

An Act in further amendment of the Acts relating to the Incorporation of the Saint Andrews and Quebec Rail Road Company :

An Act in amendment of an Act, intituled "An Act to provide for the Incorporation of certain Presbyterian Churches in this Province not in connexion with the Established Church of Scotland :"

An Act in addition to an Act, intituled "An Act to incorporate the British North American Electro-Magnetic Telegraph Association :"

An Act in addition to and in amendment of an Act, intituled "An Act to incorporate the South Bay Boom Company :"

An Act to amend an Act to incorporate the New Brunswick Electric Telegraph Company :

An Act to incorporate the Grand Division and Subordinate Divisions of the Order of the Sons of Temperance in New Brunswick :

An Act to incorporate the Fredericton Mutual Insurance Company :

An Act to incorporate the Saint Stephen Upper Mills Boom Company :

An Act to incorporate the Trustees of the Wesleyan Academy at Mount Allison, Sackville.

And also the following Bills, which severally contain a clause suspending the operation thereof until Her Majesty's assent be had and declared :—

An Act to vacate the Seats of Members of the Assembly in certain cases :

An Act for reduction of Judicial Salaries :

An Act in amendment of and in addition to an Act, intituled "An Act in addition to an Act, intituled 'An Act to extend the privilege of solemnizing Marriage to all Ministers or Teachers of the several Religious Congregations in this Province :'"

An Act for the adjustment of claims of certain purchasers of Crown Lands :

An Act further to facilitate the making of a Rail Road from Saint Andrews to Woodstock, with a Branch to Saint Stephen :

An

An Act in further amendment of the Charter of the City of Saint John :
 An Act to incorporate the Saint John and Shediac Railway Company :
 An Act to incorporate the Saint John Suspension Bridge Company :
 An Act for the relief of the Reverend Edward D. Very.

As to the Bill, intituled—

An Act to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes ;

His Excellency the Lieutenant Governor was pleased to reserve the same.

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 ;

“ I close the present Session of the Legislature with the conviction that you have applied yourselves to the business of the Country in a spirit of earnest endeavour to do all in your power to promote the prosperity and happiness of our People.

“ It is on Divine Providence we must rely for crowning these efforts with success ; and I feel perfectly confident, that if we are blessed with an abundant Harvest, the Agriculture, Commerce, and Revenue of the Colony, will spring up with renewed vigour.

“ The liberal manner in which you have, by your Address to Her Most Gracious Majesty, met the views expressed by me with reference to Rail Roads, deserves acknowledgment on my part, and I hope will lead to practical results of the highest importance. The Acts relating to Railways, to the settlement of industrious Emigrants, the encouragement of Agriculture, and the improvement of the great River Saint John, are calculated to develop the resources of the Province.

“ Of all the measures, however, which you have passed this Session, none will be in reality more beneficial to the Community, than those for the consolidation and amendment of the Law. It is of the utmost consequence that its provisions should be readily intelligible both to those who administer it as Magistrates and to those who are only bound by it as Subjects.

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

“ I thank you for the Supplies for the Public Service which you have granted.

“ I trust that the Act for raising a Revenue may be found sufficient to attain its object without involving any objectionable principle, or imposing any restrictions unnecessarily oppressive on Trade.

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

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

“ I cannot suffer this Session to terminate without repeating my satisfaction at the readiness which you have shewn to meet the difficulties of the present time, so far as those difficulties admit of a Legislative remedy. It shall be my duty to see that the Acts which you have passed are properly carried out ; and I trust, that, in returning home, you will impress upon your respective Constituencies, my disposition, and that of Her Majesty's Government, to do all that can be done to relieve any present embarrassment, and to administer the Laws in a spirit of considerate impartiality.”

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 the Lieutenant Governor's will and pleasure that this General Assembly be prorogued until the last Tuesday in June next, and this General Assembly is accordingly prorogued until the last Tuesday in June next, then here to be holden.”

CHAS. P. WETMORE, *Clerk.*

DISTRICT

OF

GASPÉ

RESTIGOUCHE

GLORCHESTER

CHARLETON

LANE

KENT

WESTMORLAND

ALBERT

FRANKLIN

SEA

OF

NEW BRUNSWICK

STATE OF MAINE

ST. LAWRENCE

QUEBEC

ST. JOHN'S

NOVA

SCOTIA

REFERENCE

Granted lands - Colored - red
Proposed lands - green
Proposed Railway from Halifax to Quebec
New Roads recommended by the Hon. Secy.
" " " " by the Dept. Secy.

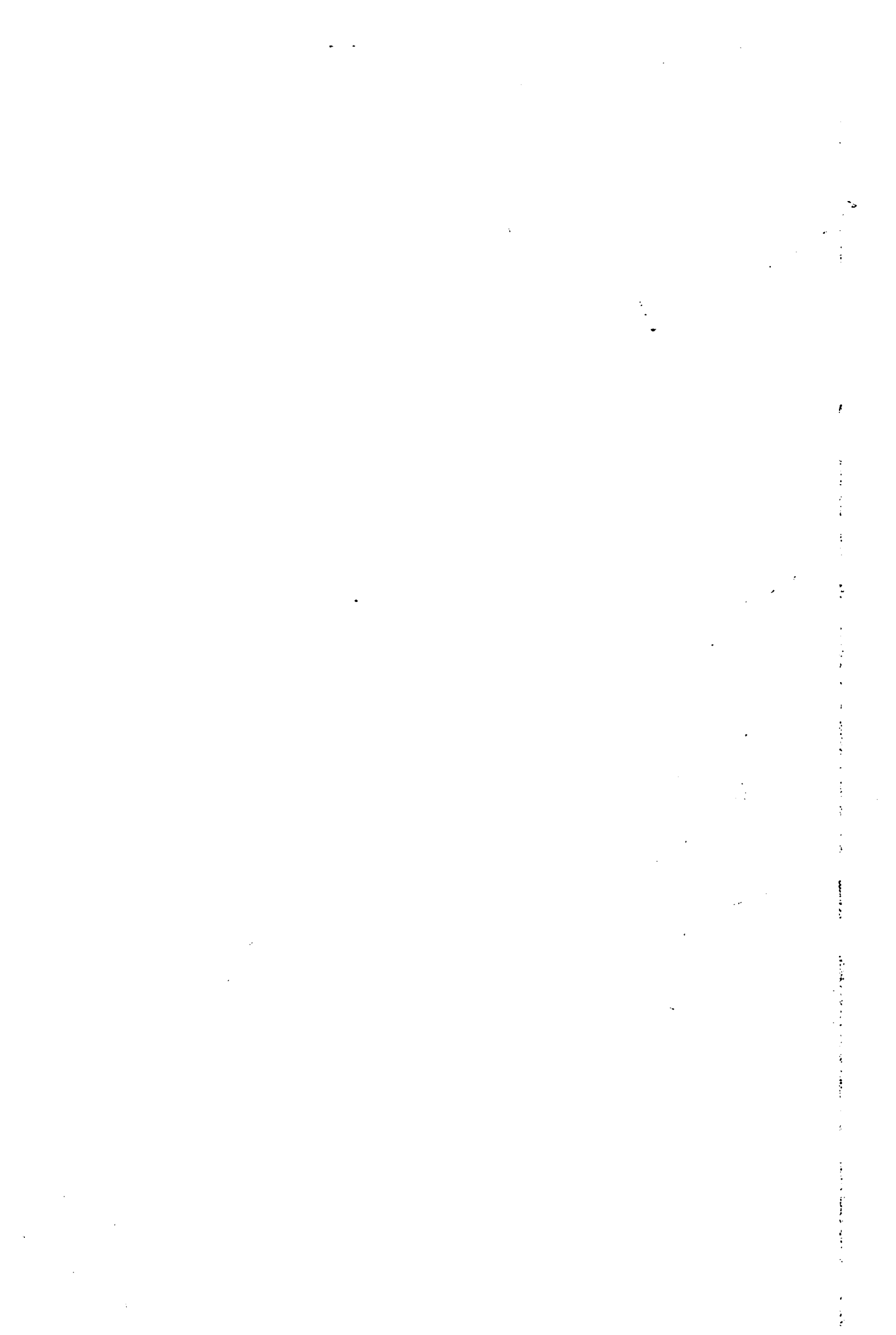
SCALE OF MILES

TABLE OF DISTANCES

St. John to Fredericton	103
Fredericton to Woodville	62
Woodville to Grandville	71
St. John to St. Andrews	63
" " to Beauséjour	94
Beauséjour to Chatham	48
Chatham to Miramichi	6
Fredericton to Miramichi	100
St. John to Bathurst	54
Bathurst to Dalhousie	55
Dalhousie to Campbellton	10

Accompanying the Annual Report of The Surveyor General for the Year 1848
 Communicated to the House of Assembly by
 Command of His Excellency the Lieutenant Governor
 14 February 1849
 Chas. P. Westmeyer Esq.

The Public Surveyor Genl.



APPENDIX.

APPENDIX.

RETURNS FROM BANKS

AND OTHER

INCORPORATED COMPANIES.

CENTRAL BANK OF NEW BRUNSWICK.

State of the Central Bank of New Brunswick at 3 o'clock, P. M., on Monday 5th June, 1848.

LIABILITIES OF THE BANK.

Capital Stock paid in,	£35,000	0	0
Bills in circulation,	32,402	15	0
Balance due to other Banks,	2	9	4
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,	23,896	17	2
Amount due from the Bank, bearing Interest,	1,653	19	4
Profits on hand,	9,483	15	1
	<u>£102,439</u>	<u>15</u>	<u>11</u>

RESOURCES OF THE BANK.

Gold, Silver and other coined Metals in its Banking House,	£4,326	19	2
Bills of other Banks incorporated in this Province,	610	2	6
Balance due from other Banks,	4,369	16	3
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,	91,765	16	6
Real Estate, ..	1,367	1	6
	<u>£102,439</u>	<u>15</u>	<u>11</u>

Date and Amount of the last Dividend, 6th December, 1847, Three per centum, One thousand and fifty pounds.

Amount of reserved Profits at the time of declaring the last Dividend, Seven thousand four hundred and sixty eight pounds eight shillings and one penny.

Debts due and not paid, and considered doubtful, Five thousand pounds.

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.

SAM. W. BABBIT.

Sworn before me this 27th day of June, 1848,
THOMAS C. LEE, J. P.

We, Benjamin Wolhaupter, W. J. Bedell, George Shore, George J. Dibblee, and Joseph Fleming, 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.

B. WOLHAUPTER,
W. J. BEDELL,
GEO. SHORE,
GEO. J. DIBBLEE,
JOSEPH FLEMING.

Sworn before me this 27th day of June, 1848,
THOMAS C. LEE, J. P.

State of the Central Bank of New Brunswick at 3 o'clock, P. M., on Monday 4th Dec. 1848.

LIABILITIES OF THE BANK.

Capital Stock paid in,	£35,000	0	0
Bills in circulation,	31,870	15	0
Balance due to other Banks,	438	7	4
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,	17,211	4	0
Amount due from the Bank, bearing Interest,	1,425	4	10
Profits on hand,	9,701	16	3
	<u>£95,647</u>	<u>7</u>	<u>5</u>

RESOURCES OF THE BANK.

Gold, Silver and other coined Metals in its Banking House,	£3,844	17	8
Bills of other Banks incorporated in this Province,	398	15	0
Balance due from other Banks,	3,298	4	8
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,	86,738	8	7
Real Estate,	1,367	1	6
	<u>£95,647</u>	<u>7</u>	<u>5</u>

Date and Amount of the last Dividend, 5th June, 1848, Three per centum, One thousand and fifty pounds.

Amount of reserved Profits at the time of declaring the last Dividend, Eight thousand four hundred and thirty three pounds fifteen shillings and one penny.

Debts due and not paid, and considered doubtful, Six thousand pounds.

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.

SAM. W. BABBIT.

Sworn before me this 8th day of December, 1848,
THOMAS C. LEE, J. P.

We, Benjamin Wolhaupter, George Shore, George J. Dibblee, Charles Macpherson, and George Botsford, 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.

B. WOLHAUPTER,
GEO. SHORE,
GEO. J. DIBBLEE,
C. MACPHERSON,
G. BOTSFORD.

Sworn before me this 8th day of December, 1848,
THOMAS C. LEE, J. P.

State of the Central Bank of New Brunswick on Monday 5th March, 1849.

LIABILITIES OF THE BANK.

Capital Stock paid in,	£35,000	0	0
Bills in circulation,	28,128	0	0
Balance due to other Banks,	492	6	0
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,	16,873	5	3
Amount due from the Bank, bearing Interest,	7,103	19	0
Profits on hand,	9,527	3	3
	<u>£97,124</u>	<u>13</u>	<u>6</u>

RESOURCES OF THE BANK.

Gold, Silver and other coined Metals in its Banking House,	£3,161	14	2
Bills of other Banks incorporated in this Province,	597	15	0
Balance due from other Banks,	5,564	17	2
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,	86,433	5	8
Real Estate,	1,367	1	6
	<u>£97,124</u>	<u>13</u>	<u>6</u>

Date and Amount of the last Dividend, 4th December, 1848, Three per centum, One thousand and fifty pounds.

Amount of reserved Profits at the time of declaring the last Dividend, Eight thousand six hundred and fifty one pounds sixteen shillings and three pence.

Debts due and not paid, and considered doubtful, Six thousand pounds.

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.

SAM. W. BABBIT.

Sworn before me this 9th day of March, 1849,
THOMAS C. LEE, J. P.

We, George Botsford, George Shore, George J. Dibblee, Charles Macpherson, and Charles Lee, 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.

G. BOTSFORD,
GEO. SHORE,
GEO. J. DIBBLEE,
C. MACPHERSON,
CHARLES LEE.

Sworn before me this 9th day of March, 1849,
THOMAS C. LEE, J. P.

COMMERCIAL BANK OF NEW BRUNSWICK.

Abstract from the Weekly Balance Sheets, shewing the average amount of the Liabilities and Assets of the Commercial Bank of New Brunswick, for the half year ending the 9th October, 1847.

LIABILITIES OF THE BANK.

Capital Stock paid in,	£150,000 0 0
Bills and Notes in circulation, not bearing Interest,	82,312 18 10
Ditto ditto bearing Interest,	0 0 0
Balances due to other Banks,	30,672 3 3
Net Profits,	11,119 18 6
Cash deposited with the Bank, including all sums due from the Bank, not bearing Interest, (its Bills in circulation and Balances due to other Banks excepted,)	11,368 7 4
Cash deposited, bearing Interest,	21,045 9 1
Total Liabilities of the Bank,	£306,518 17 0

RESOURCES OF THE BANK.

Gold, Silver and other coined Metals in the Banking House,	£6,644 16 0
Real Estate, &c. &c.,	8,800 14 6
Bills of other Banks,	8,798 7 8
Balances due from other Banks,	27,870 9 7
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,)	254,403 9 3
Total Resources of the Bank,	£306,518 17 4

Rate of last Dividend, Three per centum.

Amount of last Dividend, Four thousand five hundred pounds.

Reserved Profits at the time of declaring last Dividend, Six thousand three hundred and sixty five pounds fourteen shillings and eight pence.

(Errors excepted.)

Commercial Bank of New Brunswick, November 6, 1847.

CHARLES WARD, *President.*

G. P. SANCTON, *Cashier.*

Abstract from the Weekly Balance Sheets, shewing the average amount of the Liabilities and Assets of the Commercial Bank of New Brunswick, for the half year ending the 15th April, 1848.

LIABILITIES OF THE BANK.

Capital Stock paid in,	£150,000 0 0
Bills and Notes in circulation, not bearing Interest,	70,216 4 11
Ditto ditto bearing Interest,	0 0 0
Balances due to other Banks,	25,338 16 4
Net Profits,	11,277 10 3
Cash deposited with the Bank, including all sums due from the Bank, not bearing Interest, (its Bills in circulation and Balances due to other Banks excepted,)	6,004 16 5
Cash deposited, bearing Interest,	22,325 10 7
Total Liabilities of the Bank,	£285,162 18 6

RESOURCES OF THE BANK.

Gold, Silver and other coined Metals in the Banking House,	£5,257	17	1
Real Estate, &c. &c.,	8,803	17	6
Bills of other Banks,	5,869	10	0
Balances due from other Banks,	30,130	7	7
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,)	235,101	6	4
Total Resources of the Bank,	£285,162	18	6

Rate of last Dividend, Three per centum.

Amount of last Dividend, Four thousand five hundred pounds.

Reserved Profits at the time of declaring last Dividend, Six thousand nine hundred and seventy nine pounds two shillings and eight pence.

(Errors excepted.)

Commercial Bank of New Brunswick, May 5, 1848.

CHARLES WARD, *President.*

G. P. SANCTON, *Cashier.*

Abstract from the Weekly Balance Sheets, shewing the average amount of the Liabilities and Assets of the Commercial Bank of New Brunswick, for the half year ending the 14th October, 1848.

LIABILITIES OF THE BANK.

Capital Stock paid in,	£150,000	0	0
Bills and Notes in circulation, not bearing Interest,	53,850	0	5
Ditto ditto bearing Interest,	0	0	0
Balance due to other Banks,	22,539	11	1
Net Profits,	10,649	0	2
Cash deposited with the Bank, including all sums due from the Bank, not bearing Interest, (its Bills in circulation and balances due to other Banks excepted,)	12,790	3	1
Cash deposited, bearing Interest,	19,947	16	6
Total Liabilities of the Bank,	£269,776	11	3

RESOURCES OF THE BANK.

Gold, Silver and other coined Metals in the Banking House,	£3,455	14	5
Real Estate, &c. &c.,	8,806	10	10
Bills of other Banks,	4,374	11	4
Balances due from other Banks,	28,763	15	5
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,)	224,375	19	3
Total Resources of the Bank,	£269,776	11	3

Rate of last Dividend, Three per centum.

Amount of last Dividend, Four thousand five hundred pounds.

Reserved Profits at the time of declaring last Dividend, Eight thousand three hundred and fifty five pounds eleven shillings and seven pence.

(Errors excepted.)

Commercial Bank of New Brunswick, November 6, 1848.

CHARLES WARD, *President.*

G. P. SANCTON, *Cashier.*

BANK OF NEW BRUNSWICK.

State of the Bank of New Brunswick, Monday morning, 1st January, 1849, 10 o'clock.

LIABILITIES OF THE BANK.

Capital Stock paid,	£100,000	0	0
Bills in circulation,	36,863	12	6
Net Profits on hand,	5,651	12	11
Balance due to other Banks,	0	0	0
Cash deposited, including all sums due from the Bank, not bearing Interest, (its Bills in circulation, Profits and Balances due to other Banks excepted,)	13,767	16	4
Cash deposited bearing Interest,	0	0	0
Total Liabilities of the Bank,	£156,283	1	9

RESOURCES OF THE BANK.

Gold, Silver and other coined Metals in its Banking House,	£10,394	8	11
Real Estate,	3,522	8	10
Bills of other Banks incorporated in this Province,	6,299	12	11
Balance due from other Banks,	9,157	8	8
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,)	126,949	2	5
Total Resources of the Bank,	£156,283	1	9

Amount of the last Dividend, (declared 3d October, 1848,) Three thousand pounds.

Reserved Profits at the time of declaring the last Dividend, Three thousand six hundred and thirteen pounds four shillings.

Doubtful Debts, none.

R. WHITESIDE, *Cashier.*

I, Richard Whiteside, Cashier of the above named Bank, do solemnly swear, that the above is true according to the best of my knowledge and belief.

R. WHITESIDE.

Sworn at the City of Saint John, the 3d day of January, 1849,
Before me, ROBERT W. CROOKSHANK, J. P.

BANK OF BRITISH NORTH AMERICA.

Account shewing the whole amount of the Debts and Assets of the Bank of British North America, at the close of the year 1847, and shewing also 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.

Circulation,	Sterling.	£288,773	2	11
Other Liabilities,		734,956	6	0
		£1,023,729	8	11

ASSETS.

Specie, ....	....	....	....	....	....	....	....	£256,870	7	9
Other Assets, ....	....	....	....	....	....	....	....	1,822,361	12	8
								<hr/>				
								£2,079,232			0	5
								<hr/>			<hr/>	

1847.	Notes in Circulation.			Specie.			Notes of other Banks.					
	Halifax Currency.			Halifax Currency.			Halifax Curr'y.					
January,	£424,164	15	0	186,780	0	4	42,511	14	1
February,	427,844	15	0	188,475	5	5	46,673	14	5
March,	434,999	5	0	211,505	19	10	51,526	17	5
April,	443,609	10	0	207,681	12	1	41,647	14	0
May,	443,719	15	0	213,101	3	8	53,006	16	6
June,	422,382	5	0	197,453	11	11	53,150	9	7
July,	425,984	15	0	202,730	13	4	48,092	16	5
August,	414,103	5	0	183,077	1	5	39,571	17	5
September,	425,225	5	0	191,167	11	6	40,587	15	0
October,	448,253	10	0	208,851	16	2	53,988	9	3
November,	446,039	5	0	216,332	9	6	51,667	6	4
December,	406,379	10	0	218,334	19	9	40,273	14	3

By Order of the Court of Directors.

G. DeB. ATTWOOD, *Secretary.*

4th July, 1848.

CHARLOTTE COUNTY BANK.

Statement of the affairs of the Charlotte County Bank, Monday, 2d Oct., 1848, at 2 o'clock, P.M.

DUE BY THE BANK.

Bills in circulation, ....	....	....	....	....	....	....	....	£6,594	15	0
Undivided Profits, ....	....	....	....	....	....	....	....	1,828	8	5
Due other Banks, ....	....	....	....	....	....	....	....	3,043	13	10
Due otherwise, including Stock, ....	....	....	....	....	....	....	....	19,373	9	8
								<hr/>		
Total due by the Bank, ....	....	....	....	....	....	....	....	£30,840	6	11
								<hr/>		

DUE TO THE BANK.

Specie in Vault, ....	....	....	....	....	....	....	....	£1,518	19	4
Bills of other Banks, ....	....	....	....	....	....	....	....	53	5	0
Due from other Banks, ....	....	....	....	....	....	....	....	1,648	7	3
Due otherwise, Notes of Hand, Loans, &c. &c., ....	....	....	....	....	....	....	....	27,619	15	4
								<hr/>		
Total assets of the Bank, ....	....	....	....	....	....	....	....	£30,840	6	11
								<hr/>		

Bad or doubtful Debts, none.

Dividend now declared, Three and a half per centum, Four hundred and fifty pounds.

Balance, reserved Profits after declaring, One thousand three hundred and seventy eight pounds eight shillings and five pence.

J. RODGER, *Cashier.*

Appeared before me William Ker, Esquire, one of Her Majesty's Justices of the Peace for the County of Charlotte, John Rodger, Cashier of the Charlotte County Bank, who being duly sworn, saith that the above is a correct statement of the affairs of that Institution, as shewn by the Books thereof, on the first Monday of October, 1848, to the best of his knowledge and belief.

WILLIAM KER, J. P.

H. HATCH, President.
GEO. D. STREET,
W. WHITLOCK,
JAS. W. STREET,
S. T. GOVE.

Charlotte County Bank, 2d October, 1848.

SAINT STEPHEN BANK.

State of Saint Stephen Bank on the first Monday of July, 1848, at 3 o'clock, P. M.

DUE FROM THE BANK.

Capital Stock paid in,	£25,000	0	0
Bills in circulation,	14,129	5	0
Net Profits on hand,	3,052	17	1
Balance due to other Banks,	2,335	13	9
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,	4,019	14	2
Cash deposited bearing Interest,	0	0	0
Total amount due from the Bank,	£48,537	10	0

RESOURCES OF THE BANK.

Gold and Silver in its Banking House,	£3,480	17	4
Real Estate,	720	11	7
Bills of other Banks incorporated in this Province,	780	10	0
Bills of other Banks without the Province,	69	5	0
Balance due from other Banks,	3,400	18	7
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,	40,085	7	6
Total amount of Resources of the Bank,	£48,537	10	0

Date and time of declaring the last Dividend, February 28, 1848.

Amount of last Dividend, Four per centum, One thousand pounds.

Amount of Reserved Profits at the time of declaring the same, Two thousand two hundred and thirty seven pounds ten shillings.

Amount of all Debts due not paid and considered doubtful, Three hundred and seventy five pounds.

D. UPTON, Cashier.

CHARLOTTE, ss.—On this ninth day of February, in the year of our Lord one thousand eight hundred and forty nine, personally appeared David Upton, 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.

R. WATSON, 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.

G. D. KING,
GEORGE S. HILL,
WM. TODD, Junior,
S. H. HITCHINGS,
N. LINDSAY.

Sworn before me at Saint Stephen, 9th February, 1849.

R. WATSON, J. P.

State of Saint Stephen Bank on the first Monday of January, 1849, at 3 o'clock, P. M.

DUE FROM THE BANK.

Capital Stock paid in,	£25,000	0	0
Bills in circulation,	17,181	10	0
Net Profits on hand,	3,289	4	7
Balance due to other Banks,	501	1	9
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,	3,818	18	9
Cash deposited bearing Interest,	0	0	0
Total amount due from the Bank,	£49,790	15	1

RESOURCES OF THE BANK.

Gold and Silver in its Banking House,	£2,889	18	8
Real Estate,	720	11	7
Bills of other Banks incorporated in this Province,	425	5	0
Bills of other Banks without the Province,	149	0	0
Balances due from other Banks,	7,979	18	2
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,	37,626	1	8
Total amount of Resources of the Bank,	£49,790	15	1

Date and time of declaring the last Dividend, August 31, 1848.

Amount of last Dividend, Four per centum, One thousand pounds.

Amount of Reserved Profits at the time of declaring the same, Two thousand three hundred and seventy five pounds.

Amount of all Debts due not paid and considered doubtful, Three hundred and seventy five pounds.

D. UPTON, *Cashier.*

CHARLOTTE, ss.—On this ninth day of February, in the year of our Lord one thousand eight hundred and forty nine, personally appeared David Upton, 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.

R. WATSON, *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.

G. D. KING,
GEORGE S. HILL,
S. H. HITCHINGS,
WM. TODD, Junior,
N. LINDSAY.

Sworn to before me at Saint Stephen, 9th February, 1849.
R. WATSON, *J. P.*

CENTRAL FIRE INSURANCE COMPANY.

*Return of state of the Central Fire Insurance Company of New Brunswick on Tuesday
6th day of March, 1849.*

DR.	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
			£50,000 0 0
CR.			
By Capital invested in Bank Stock,	£2,925 0 0	
“ Capital invested in Mortgages on Real Estate,	4,455 2 0	
“ Capital invested in Real Estate,	1,000 0 0	
		£8,380 2 0	
“ Capital loaned to individuals at twelve months, on Promissory Notes, with two Endorsers,	1,619 18 0	
			£10,000 0 0
“ Due by Stockholders on Capital not paid in, the greater proportion of which is secured by Bonds with two Sureties,		40,000 0 0
			£50,000 0 0

GENERAL STATE OF THE COMPANY.

DR.			
To paid by the Company since Return last year for Dividends, Losses, and other purposes, ....	....	£2,638 5 6½	
“ Due by the Company on Dividends declared, ....	....	345 4 9¼	
“ Balance in favor of the Company, carried down, ....	....	9,098 3 5	
			£12,081 13 9
CR.			
By balance in favor of the Company last year, as per Return in Account Current, ....	....	£8,540 9 0	
“ Amount received by the Company during past year, ....	....	3,541 4 9	
			£12,081 13 9
1849.			
March 6. By balance in favor of the Company this date, ....	....	£9,098 3 5	

Total amount of Risks taken by Agents of the Com- pany during past year, ....	....	£57,103 6 8	
Total amount of Risks taken by Office in Fredericton, ....	....	79,440 0 0	
		£136,543 6 8	
Real Estate owned by the Company, ....	....	£1,000 0 0	
Total amount of Losses sustained by the Company during past year, ....	....	£1,140 0 0	
Two Dividends declared the past year by the Company of six per cent. each on amount of Capital paid in, amounting to ....	....	£1,200 0 0	

B. WOLHAUPTER, }
C. MACPHERSON, } *Directors.*
JOHN S. COY, }

YORK, ss.—William M^cBeath, Secretary to the Central Fire Insurance Company of New Brunswick, maketh oath and saith, that the foregoing Return is correct and true to the best of his knowledge and belief.

WM. M^cBEATH, *Secretary.*

Sworn to at Fredericton, this thirteenth day of March, 1849, before me,
JAMES TAYLOR, J. P.

NEW BRUNSWICK MARINE ASSURANCE COMPANY.

Semi-Annual Return of the affairs of the New Brunswick Marine Assurance Company for the six months ending 4th January, 1849, at 3 o'clock, according to the Act of Incorporation, Section 31.

AGGREGATE BUSINESS.

	<i>Risk.</i>	<i>Premium.</i>
Amount underwritten during the six months from 1st July, 1848, till 4th January, 1849, inclusive, and the amount of Premium thereon,	£206,813 0 0	£7,141 9 4
Amount written off, and the Premium thereon,	£149,278 0 0	£4,267 0 0
Outstanding Risk, 4th January, and Premium,	57,535 0 0	2,874 9 4
	<u>£206,813 0 0</u>	<u>£7,141 9 4</u>

Loss incurred during the preceding year.

Amount of loss incurred during the year from 1st July, 1847, to July, 1848,	<u>£11,052 5 5</u>
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Loss during past six months, viz:—

So far as ascertained,	<u>£3,041 0 0</u>
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Capital Stock.

Per Act of Incorporation,	<u>£50,000 0 0</u>
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Paid up Capital, £25,000:—

Invested in Bond and Mortgage of the Corporation of the City of Saint John,	£5,400 0 0
Invested in Mortgages on other Property in the City of Saint John,	8,500 0 0
“ County Debentures,	900 0 0
“ Commercial Bank Stock,	3,400 0 0
“ Bank of New Brunswick Stock,	1,600 0 0
	<u>£19,800 0 0</u>
Amount unpaid of call of 10 per centum due in August last,	405 0 0
Amount withdrawn from paid up Capital to meet liabilities, to be re-invested,	4,795 0 0
	<u>£25,000 0 0</u>

The residue of the Capital Stock is secured by Bonds of the Stockholders, with Sureties satisfactory to the Board of Directors, £25,405 0 0

The Company hold in addition to the above Assets,—

Cash Funds,	£448	0	0
Bills received for earned Premiums,	1,700	0	0
Premium Notes on running risks,	2,875	0	0
Premium on Policies not taken up,	180	0	0
Interest on Mortgages now due,	135	0	0
Advances on account of claims for loss set down at the full amount,	1,632	0	0
	<u>£6,970</u>	<u>0</u>	<u>0</u>

Dividends since last Return, None.

Surplus Profits, None.

STOCKHOLDERS' NAMES.

Charles Allison,	Sackville,	20	G. V. Nowlin,	Saint John,	20
J. H. Anderson,	Halifax,	20	Thomas Pettingell,	....	15
M. B. Almon,	....	80	William Parks,	....	30
W. A. Black,	....	20	T. H. Peters,	Miramichi,	50
John Bazalgette,	....	40	William Ruddock,	Saint John,	20
George Bond,	Saint John,	5	John Robertson,	....	20
John Boyd,	....	10	Duncan Robertson,	....	20
Henry Chubb,	....	18	W. J. Ritchie,	....	27
William Carvill,	....	20	John Rodger,	St. Andrews,	5
R. W. Crookshank, Jun.,	....	30	John Ross,	....	5
David Coldwell,	....	15	W. H. Scovil,	Saint John,	50
Enos Collins,	Halifax,	80	W. F. Smith,	....	20
William Crane,	Sackville,	20	Edward Sears,	....	55
John Duffus,	Halifax,	20	George Swinney,	....	10
John Duncan,	Saint John,	22	T. W. Smith,	....	10
Joseph Fairweather,	....	40	George Sutherland,	....	15
J. H. Hartt,	....	100	Joseph Sivewright,	Hampton,	10
R. L. Hazen,	....	10	Joseph Starr,	Halifax,	35
Thomas Heans,	....	3	David Starr,	....	30
Thomas Hosterman,	Halifax,	62	G. H. Starr,	....	50
John E. Hosterman,	....	20	William Salter,	....	10
Eliza Ingles,	....	10	Trus. of Matilda Starr, deceased,	....	20
J. W. M. Irish,	Saint John,	10	J. V. Thurgar,	Saint John,	20
William Jarvis,	....	50	Charles Twining,	Halifax,	5
William Jack,	....	40	Scott Tremain,	....	12
James Kirk,	....	36	A. M. Uniacke,	....	30
James Keator,	Hampton,	40	J. B. Uniacke,	....	30
Edward Kenney,	Halifax,	20	John Ward,	Saint John,	20
Daniel Leavitt,	Saint John,	10	Stephen Wiggins,	....	35
Francis Leavitt,	....	10	F. A. Wiggins,	....	35
Thomas Leavitt,	....	20	Jacob Wilson,	....	5
James Moran,	Quaco,	10	John Wishart,	....	70
William Murdock,	Halifax,	20	John C. Ward,	....	18
J. G. Marshall,	....	18	Thomas Wallace,	....	2
J. W. Mirkell,	....	5	Charles Ward, in Trust,	....	130
D. J. M'Laughlin,	Saint John,	30	F. A. Wiggins, in Trust,	....	20
Allan M'Lean,	....	8	J. T. Wainwright,	Halifax,	10
Alexander M'Lean,	Scotland,	25	C. H. Wallace,	....	10
Thomas Nesbit,	Saint John,	4			

Seventy seven Shareholders.

Two thousand Shares.

Saint John, N. B., 10th January, 1849.

A. JACK, Secretary.

Adam Jack, Secretary to the New Brunswick Marine Assurance Company, maketh oath and saith, that the annexed Return, exhibiting the transactions of the Company for the six months ending 4th January, 1849,—the Loss sustained during the preceding year and the six months just closed,—the amount of Capital Stock,—the portion thereof paid up,—and the residue, with the manner in which the same is invested and secured,—and the amount of other Assets of the Company, with the names of the Stockholders,—is a just and true statement of the affairs of the Company as they stood on the 4th day of January, at 3 o'clock; and further this deponent saith, that no Dividend has been declared during the past six months,—that the Company hold no Real Estate,—nor have they any Surplus Profits.

A. JACK.

Sworn before me at Saint John, N. B., this 16th day of January, 1849.
ROBERT W. CROOKSHANK, J. P.

The undersigned, Directors of the New Brunswick Marine Assurance Company, do hereby severally make oath and say, that the annexed Return of the affairs of the Company,—the investment of the paid up Capital, and the manner in which the residue is secured,—the losses sustained,—and the amount of other Assets of the Company, with the names of the Stockholders, as made up and attested by the Secretary, is substantially correct,—that the Books of the Company indicate the state of facts there set forth,—and that we have entire confidence in the truth and correctness of the said Return.

J. KIRK, President.
JOHN WARD,
WM. HY. SCOVIL,
THOS. LEAVITT,
D. J. McLAUGHLIN.

Sworn before me at Saint John, N. B., this 9th day of February, 1849.
ROBERT W. CROOKSHANK, J. P.

SOUTH BAY BOOM COMPANY.

Statement of Receipt and Expenditure of South Bay Boom Company Stock.

Forty per centum on the Capital Stock, called in by four Instalments	
of ten per centum each,	£2,400 0 0
Less—Amount due by Defaulters,	706 4 0
	£1,693 16 0
Interest on Notes taken for Stock,	6 5 10
	£1,700 1 10
Sundry expenses,	£87 5 11
Paid for driving Piles,	46 10 0
" Stevens and Dunham, on account Contract,	700 0 0
" Tapley and Odell, do. do.	664 12 7
" On account Moses Spragg's Order, favor Robert Rankin and Company,	£60 12 0
" Michael Fisher,	57 17 6
	1,616 18 0
	£83 3 10
James Kirk's Note, on hand,	£82 15 4
Cash in Commercial Bank,	0 8 6
	£83 3 10

Sundry Accounts due by the Company.

Balance due Stevens and Dunham,	£12	0	0
Do. Tapley and Odell,	135	7	5
Do. Moses Spragg,	326	2	6
Do. Robert Rankin and Company, on account acceptance,	689	8	0
Interest on do.	16	8	4
Do. Secretary,	29	17	5
Amount J. and A. M'Millan's Bill,	2	4	8
Do. Patton's Bill, Printing,	0	8	4
Do. Michael Fisher's Bill, Timber,	28	4	7
	<hr/>		
	£1,240	1	3
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(Copy)

(Signed)

A. M.L. SEELY, *President.*
 ROBT. STEVENS,
 JAMES TRAVIS,
 MOSES TUCK,
 JOHN ROBERTSON,
 JOHN POLLOK,
 MICH. FISHER.

THOMAS M'MACKIN, *Secretary.*

Saint John, N. B., May 1, 1848.

RECEIVER GENERAL'S ACCOUNTS.

**The Queen's Casual Revenue in Account Current with Thomas C. Lee,
Receiver General, from 1st January to 31st December, 1848, inclusive.**

1848.	DR.			
December 31.—	Paid Warrants as per Return rendered, ....	....	£5,688	13 6
“ “	Balance on hand this date, ....	....	401	12 11
			£6,090	6 5
			£6,090	6 5
1848.	CR.			
January 1.—	Balance on hand this date per Return, ....	....	£576	3 5
December 31.—	Amount of receipts on Tickets per Return rendered,		4,653	1 4
“ “	Amount received for Contingencies, do. do.		861	1 8
			£6,090	6 5
			£6,090	6 5

Receiver General's Office, Fredericton, January, 1849.

THOMAS C. LEE, *Receiver General.*

ACCOUNT OF MONIES

**Received by the Receiver General for Contingencies from 1st January to 31st
December, 1848, inclusive.**

DATE.	ON WHAT ACCOUNT.	No. of Receiver General's Receipt.	AMOUNT.
March 20	M. Brannen, Fees Provincial Secretary's Office, Quarter ending 31st December, 1847,	1694	£316 8 0
June 8	M. Brannen, Fees Provincial Secretary's Office, Quarter ending 31st March, 1848,	1774	230 2 8
July 18	B. L. Peters, Esquire, Fine under Passengers' Act,	1881	4 0 0
“ 19	M. Brannen, Fees Provincial Secretary's Office, Quarter ending 30th June, 1848,	1883	133 11 4
“ 31	Deputy Mahood,	1894	1 15 0
Dec. 30	M. Brannen, Fees Provincial Secretary's Office, Quarter ending 30th September, 1848,	2124	175 4 8
			£861 1 8

Account of Warrants on the Queen's Casual Revenue paid by the Receiver General from 1st January to 31st December, 1848, inclusive.

DATE.	TO WHOM.	No. of Warrant.	AMOUNT.	
Jan. 10	Jouett, B. R.	87	£1 13 0	
" 15	Mahood, Deputy,	86	1 15 0	
" 21	Phair, A. S., (P. M.,)	104	157 14 11	
				£161 2 11
Feb. 3	Davidson, James	105	£32 10 11	
" 8	Beverly, Francis	105	7 5 0	
" "	End, William	105	14 0 0	
" "	Simpson, John	105	81 6 3	
" "	Phillips, J. P. A.	105	1 10 0	
" "	Akerley, S. A.	105	5 1 3	
" "	Reynolds, William	105	8 14 0	
" 9	Swade, M. A.	105	1 2 6	
" "	Stewart, Thomas	105	2 6 10	
" 10	Perley, M. H.	106	15 3 4	
" 12	Harding, J. G.	105	3 4 0	
" 15	Jouett, B. R.	107	50 0 0	
" 17	Hill, Hon. G. S.	108	21 0 0	
" 21	Robinson, Hon. F. P.	105	0 6 3	
" 28	O'Keleher, Thomas	86	11 0 0	
" "	Do.	91	6 10 0	
" "	Killeen, Simon	105	3 15 0	
" 29	M'Neil, Deputy	87	12 12 6	
" "	Rankin, Hon. A.	92	10 10 0	
				287 17 10
March 2	Miller, E. W.	110	£5 0 0	
" 3	Davidson, Oliver	109	13 17 2	
" 29	Hill, Hon. G. S.	111	10 10 0	
" 31	Baillie, Hon. Thomas	112	296 13 4	
" "	Provincial Treasurer,	113	500 0 0	
				826 0 6
April 5	Dowling, B.	99	£3 15 0	
" 11	Sweeney, Daniel	115	12 11 8	
" "	Johnston, Hon. H.	117	17 10 0	
" "	Chandler, Hon. E. B.	117	16 6 8	
" 12	Hill, Hon. G. S.	117	10 10 0	
" "	Shore, Hon. George	117	5 16 8	
" "	Hazen, Hon. R. L.	117	11 13 4	
" "	Baillie, Hon. Thomas	117	5 16 8	
" 14	Kinnear, Hon. W. B.	116	10 2 1	
" "	Baldwin, H. W.	116	7 11 6	
" 15	Beek, Henry S.	115	62 1 4	
" "	Aitkin, Thomas	115	3 1 6	
" "	Phair, A. S., (P. M.,)	114	115 12 0	
" "	Gaynor, Joseph	115	5 4 8	
" 27	Robinson, F. P.	115	4 16 3	
" 29	M'Millan, J. and A.	115	3 16 0	
				296 5 4
May 6	Johnston, Hon. H.	118	£5 16 8	
" "	Chandler, Hon. E. B.	118	10 10 0	
" "	Hill, Hon. G. S.	118	10 10 0	
" 13	Priestley, George	115	9 15 0	
" 20	Beek, Henry S.	119	16 5 9	
" "	Dunn, Richard	119	15 0 0	
				296 5 4
	<i>Carried forward,</i>	....	....	.... £67 17 5 £1,571 6 7

Warrants on the Casual Revenue paid by the Receiver General.—Continued.

DATE.	TO WHOM	No. of Warrant.	AMOUNT.					
	<i>Brought forward,.....</i>		£67	17	5	£1,571	6	7
May 20	Reid and Willox,	115	0	12	6			
" 23	Beverly, Francis	119	4	5	0			
" "	Williams, Daniel	119	1	4	0			
" 25	Harding, Jonathan G.	119	8	3	9			
" 30	Robinson, W. H.	119	1	11	6			
" "	Donovan, Jeremiah	119	0	6	0			
" "	Chandler, Hon. E. B.	122	10	10	0			
" "	Hazen, Hon. R. L.	122	11	13	4			
" "	Partelow, Hon. J. R.	122	5	16	8			
" "	Hill, Hon. G. S.	122	10	10	0			
" 31	Miller, E. W.	121	5	0	0			
" "	Mahood, Deputy	105	3	13	0			
							131	3 2
June 6	O'Connor, Michael	124	£21	15	0			
" 15	Bradley and Green,	119	1	5	0			
" 19	Harley, Michael	125	55	0	0			
" 22	Schleyer, Phillip	119	0	2	6			
" "	Reynolds, W. K.	120	4	0	0			
" 23	Barker, Spafford	119	0	19	9			
" 30	Baillie, Hon. Thomas	126	260	0	0			
							343	2 3
July 3	Provincial Treasurer,	127	£1000	0	0			
" 4	Salter, William	123	33	8	5			
" 6	Hazen, Hon. R. L.	118	5	16	8			
" "	Chandler, Hon. E. B.	129	10	10	0			
" 12	Rankin, Hon. A.	{ 117, 118, } { 122, 129, }	47	16	8			
" "	Partelow, Hon. J. R.	129	5	16	8			
" "	Simpson, John	130	133	16	3			
" 13	Robinson, F. P.	130	4	0	0			
" "	Ryan, Patrick	128	2	10	0			
" 14	Harley, Michael	130	49	5	0			
" 18	Phair, A. S., (P. M.,)	131	159	14	5			
" "	Spahnn, Justin	119	8	1	0			
" 29	Carruthers, Matthew	130	6	15	0			
							1,467	10 1
Aug. 10	Provincial Treasurer,	132	£600	0	0			
" 18	Hill, Hon. G. S.	129 133	21	0	0			
" 21	Baillie, Hon. Thomas	135	47	6	8			
" 22	Phillips, James P. A.	134	7	12	0			
" "	O'Neil, Stewart,	134	1	5	3			
" "	Beverly, Francis	134	3	8	2			
" "	M'Lean, W. A.	134	2	17	0			
" 25	Lordly, A. J.	134	0	6	0			
							683	15 1
Sept. 11	Ritchie, A. and Company,	135	£48	4	4			
" 15	Chandler, Hon. E. B.	133 138	21	0	0			
" 16	Hill, Hon. G. S.	138	10	10	0			
" 19	Doyle, Patrick	136	12	0	0			
" 21	Miller, E. W.	137	5	0	0			
" 29	Ritchie, A. and Company,	139	6	0	3			
" 30	Baillie, Hon. Thomas	140	310	0	0			
							412	14 7
	<i>Carried forward,</i>	....	....	....	....	£4,609	11	9

Warrants on the Casual Revenue paid by the Receiver General.—Continued.

DATE.	TO WHOM	No. of Warrant.	AMOUNT.
	<i>Brought forward,.....</i>		£4,609 11 9
Oct. 17	Phair, A. S. (P. M.,)	141	£137 14 0
" 26	Hazen, Hon. R. L.	129 133 138	17 10 0
" 28	Do.	142	5 16 8
" "	Hill, Hon. G. S.	142	10 10 0
" 31	Beek, Henry S.	143	76 0 10
" "	Charters, A.	143	1 2 6
			248 14 0
Nov. 3	Phair, A. S. (P. M.,)	143	£2 7 7
" "	Beek, Joseph	144	5 14 0
" 4	Lee, Thomas C.	143	3 0 0
" 8	Harley, Michael	143	20 0 0
			31 1 7
Dec. 2	Hill, Hon. G. S.	145	£10 10 0
" "	Chandler, Hon. E. B.	145	10 10 0
" 4	Miller, E. W.	146	5 0 0
" 16	Bradley, E. O.	143	1 2 6
" 19	M'Lean, W. A.	143	2 15 0
" 21	Robinson, F. P.	143	3 0 0
" 29	Provincial Treasurer,	148	500 0 0
" "	Chubb, H. and Company,	143	4 12 3
" 30	Brayley, J. W.	115	0 8 9
" "	Donahoe, James	107	0 11 0
" "	Baillie, Hon. Thomas	149	255 0 0
" "	Hazen, Hon. R. L.	145	5 16 8
			799 6 2
			<u>£5,688 13 6</u>

RETURNS FROM CROWN LAND OFFICE.

Return of Licences for Timber Berths

Issued out of the Crown Land Office on applications entered or sold between 1st January and 31st December, 1848, both inclusive.

Class 1, from 1st January to 30th April, both inclusive.

No. of Licences.	Name.	Square Miles.	Mileage per Square Mile.	Amount.
1	Beckwith, Nehemiah	3	10s.	£1 10 0
1	Burke, James	2	....	1 0 0
1	Elkin, George	2	....	1 0 0
2	Hutchinson, Richard	4	....	2 0 0
1	Kay, Thomas	2	....	1 0 0
1	Lyon, Philo S. (advance at Auction,)	2	26s.	2 12 0
1	Morrow, George	2	10s.	1 0 0
1	Perley, William E.	2	....	1 0 0
1	Ryan, James	2	....	1 0 0
1	Samuel, Michael	2	....	1 0 0
9	Berths on Petitions entered in December last and sold in January to Applicants, no advance, (Paid in Dec. 1847.)	37	10s.	0 0 0
Total Licences, 1st January to 30th April,				£13 2 0

R. GOWAN, *Accountant.*

Return of Licences for Timber Berths

Issued out of the Crown Land Office between 1st January and 31st December, 1848, both inclusive, on applications entered, and sales thereon, and on sales without application.

Class 2, between 1st May and 31st December, both inclusive.

No. of Licences.	Name.	Square Miles.	Mileage per Square Mile.	Amount.
1	Alward, John F.	2	10s.	£1 0 0
1	Do. do.	2½	151s.	18 17 6
1	Bacon, Columbus	2	10s.	1 0 0
1	Do. do.	2	18s.	1 16 0
1	Do. do.	2½	19s.	2 7 6
1	Do. do.	9	44s.	19 16 0
1	Do. do.	3½	66s.	11 11 0
1	Do. do.	2	68s.	6 16 0
1	Do. do.	3½	71s.	12 8 6
1	Do. do.	2	74s.	7 8 0
1	Do. do.	2½	80s.	10 0 0
1	Do. do.	2	92s.	9 4 0
1	Do. do.	4½	172s.	38 14 0
1	Do. do.	4	185s.	37 0 0

Carried forward, £177 18 6.

Mileage on Timber Berths.—Continued.

No. of Licences	Name.	Square Miles.	Mileage per Square Mile.	Amount.
	<i>Brought forward,.....</i>			£177 18 6
1	Bailey, Charles J.	3	10s.	1 10 0
1	Bailey, Joseph	2	....	1 0 0
1	Barker, Richard	7½	....	3 15 0
1	Beardsley, P. H.	2	....	1 0 0
1	Blagden, William	2	....	1 0 0
1	Briggs, Daniel	2	....	1 0 0
2	Brown, Alexander	4	....	2 0 0
2	Brown, William C.	4	....	2 0 0
1	Buchanan, James W.	3	105s.	15 15 0
1	Do. do.	3	175s.	26 5 0
1	Burden, James	2	10s.	1 0 0
1	Burton, Adam	2	....	1 0 0
1	Campbell, Enoch	6	....	3 0 0
1	Carpenter, Birdsill	4	....	2 0 0
2	Chilton, Thomas	10½	....	5 5 0
2	Do. do.	4½	32s.	7 4 0
1	Cloney, Thomas	2	10s.	1 0 0
1	Coburn, Moses	3	....	1 10 0
17	Connell, William	77	....	38 10 0
2	Crookshank, Charles	5½	....	2 15 0
18	DesBrisay, Lestock P. W.	81½	....	40 15 0
1	Dewitt, John H.	2½	....	1 5 0
5	Dibblee, William F.	18	....	9 0 0
2	Dickins, William	11	....	5 10 0
1	Do. do.	2½	90s.	11 5 0
1	Dickinson, Samuel	2	10s.	1 0 0
2	Doherty, William	4	....	2 0 0
1	Dorrah, Charles	2	....	1 0 0
1	Dunn, John	2½	....	1 5 0
1	Dunn, Robert	6	....	3 0 0
1	Do. do.	6	27s.	8 2 0
1	Egan, Michael	3	10s.	1 10 0
1	Estabrooks, Elijah	3	....	1 10 0
24	Ferguson, Francis	168	....	84 0 0
7	Ferguson, John	31½	....	15 15 0
1	Ferguson, Robert	7½	....	3 15 0
2	Finn, Thomas	6½	....	3 5 0
1	Do. do.	4	26s.	5 4 0
3	Ford, John P.	15½	10s.	7 15 0
1	Foster, Edwin	4	....	2 0 0
7	Frye, Henry	41	....	20 10 0
1	Goncc, John	2	....	1 0 0
1	Gray, Alexander	3	....	1 10 0
1	Guiou, John	2	....	1 0 0
1	Hale, James	2	....	1 0 0
1	Hamilton, William	3	....	1 10 0
3	Hart, George H.	10	....	5 0 0
1	Hatheway, Fred. W.	3	....	1 10 0
2	Hibbard, Francis	10	....	5 0 0
1	Hill, Monroe	2	15s.	1 10 0
1	Do. do.	2½	181s.	22 12 6
1	Hill, Stephen, Junr.	2	53s.	5 6 0
1	Hitchings, William	2	10s.	1 0 0
	<i>Carried forward,</i>			£573 12 0

Mileage on Timber Berths.—Continued.

No. of Licences.	Name.	Square Miles.	Mileage per Square Mile.	Amount.
	<i>Brought forward,</i>			£573 12 0
11	Holderness, John W.	70½	10s.	35 5 0
3	Hughson, William	10	....	5 0 0
1	Hutchinson, Robert	8	....	4 0 0
27	Hutchison, Richard	146	....	73 0 0
7	Kelly, David L.	16½	....	8 5 0
1	Lamb, Nathaniel	2	....	1 0 0
1	Do. do.	2	30s.	3 0 0
1	Lenentine, Michael	3½	10s.	1 15 0
1	Libby, William P.	2	26s.	2 12 0
3	Lock, William	18	10s.	9 0 0
1	Loyd, Thomas	2½	15s.	1 17 6
1	Lunt, Enoch	2	10s.	1 0 0
1	Mallock, William	6½	10s.	3 5 0
1	Marks, Nehemiah	2	16s.	1 12 0
1	Menzies, Archibald	2	10s.	1 0 0
1	Mersereau, Jacob	2	....	1 0 0
1	Milberry, Samuel	2	....	1 0 0
1	Do. do.	10	60s.	30 0 0
1	Do. do.	3	120s.	18 0 0
1	More, Henry	2	10s.	1 0 0
16	Morrow, George	45	....	22 10 0
1	Murchie, James	3	13s.	1 19 0
1	Do. do.	2½	113s.	14 2 6
1	Murchie, John C.	2	10s.	1 0 0
1	Do. do.	3	16s.	2 8 0
1	Do. do.	2	41s.	4 2 0
1	Murray, Walter	2	10s.	1 0 0
6	M'Adam, John	14½	....	7 5 0
1	Do. do.	3½	25s.	4 7 6
1	Do. do.	3½	55s.	9 12 6
1	Do. do.	2	85s.	8 10 0
1	Do. do.	2½	110s.	13 15 0
1	Do. do.	3	115s.	17 5 0
1	M'Allister, Japhet H.	2	300s.	30 0 0
1	M'Allister, William L.	4	110s.	22 0 0
2	M'Bean, John	7½	10s.	3 15 0
20	M'Calmont, Robert	109½	....	54 15 0
8	Do. do.	60½	11s.	33 5 6
1	M'Donald, John	2	10s.	1 0 0
3	M'Ghie, Alexander	13	....	6 10 0
1	Do. do.	10	17s.	8 10 0
1	M'Giuynay, Garret	2	10s.	1 0 0
19	M'Laggan, Alexander	117	....	58 10 0
1	M'Lean, Arch. G.	2	....	1 0 0
1	M'Lean, Isaac	2	....	1 0 0
2	M'Lean, John	6	....	3 0 0
11	M'Lean, Wm. A.	55	....	27 10 0
1	M'Leod, Roderick	10	....	5 0 0
7	M'Pherson, Charles	28½	....	14 5 0
1	M'Questin, Hugh	2	....	1 0 0
1	Noddin, Isaac	2	....	1 0 0
	<i>Carried forward,</i> ....	....	....	£1,157 0 6

Mileage on Timber Berths.—Continued.

No. of Licences	Name.	Square Miles.	Mileage per Square Mile.	Amount.
	<i>Brought forward,.....</i>			£1,157 0 6
3	Phillips, James A.	6	10s.	3 0 0
1	Phillips, Thomas	2	....	1 0 0
1	Pickard, Thomas	6	....	3 0 0
1	Porter, George	2	....	1 0 0
1	Pratt, Joseph	2	....	1 0 0
1	Prescott, Gideon	10	....	5 0 0
1	Prince, Thomas	2	....	1 0 0
1	Randall, Samuel	2	....	1 0 0
18	Rankin, Alexander	131	....	65 10 0
1	Ransborow, Robert	8	....	4 0 0
1	Do. do.	6	70s.	21 0 0
1	Do. do.	10	40s.	20 0 0
1	Reece, William	2	10s.	1 0 0
4	Reynolds, William K.	16	....	8 0 0
24	Ritchie, Arthur	170	....	85 0 0
2	Rourke, William H.	4	....	2 0 0
1	Samuel, Michael	6	....	3 0 0
2	Scott, John	4	....	2 0 0
7	Scovil, William H.	35½	....	17 15 0
1	Do. do.	3½	41s.	7 3 6
1	Seelye, James	2	10s.	1 0 0
1	Seelye, Linus	2	....	1 0 0
1	Seelye, Stuart	2	....	1 0 0
6	Shea, John	25½	....	12 15 0
2	Smith, Israel	4	....	2 0 0
1	Smith, Jeremiah	5	....	2 10 0
1	Smith, William	3	....	1 10 0
2	Sowerby, Isaac	6	....	3 0 0
1	Speight, Jeremiah	2	....	1 0 0
1	Taylor, James	3	....	1 10 0
1	Temple, Thomas	2½	....	1 5 0
1	Thompson, William	2	....	1 0 0
1	Todd, Freeman H.	2	....	1 0 0
4	Todd, Seth M.	9	....	4 10 0
1	Do. do.	2½	15s.	1 17 6
1	Do. do.	3½	16s.	2 16 0
1	Do. do.	2	24s.	2 8 0
1	Do. do.	3	30s.	4 10 0
1	Do. do.	2	40s.	4 0 0
1	Do. do.	3½	45s.	7 17 6
1	Do. do.	8½	50s.	21 5 0
1	Do. do.	4	95s.	19 0 0
1	Do. do.	9	401s.	180 9 0
4	Todd, William, Junior,	17½	10s.	8 15 0
1	Do. do.	4½	28s.	6 6 0
1	Do. do.	3	40s.	6 0 0
1	Do. do.	3	50s.	7 10 0
1	Do. do.	3	105s.	15 15 0
1	Townsend, John	3½	10s.	1 15 0
1	Tracey, Jeremiah, Junior,	2	....	1 0 0
9	Underhill, Thomas W.	71½	....	35 15 0
1	Varney, Isaac	4	50s.	10 0 0
1	Do. do.	3½	86s.	15 1 0
	<i>Carried forward,</i>			£1,796 9 0

Mileage on Timber Berths.—Continued.

No. of Licences.	Name.	Square Miles.	Mileage per Square Mile.	Amount.
	<i>Brought forward,</i>			£1,796 9 0
1	Weade, William	2	10s.	1 0 0
1	White, Edward H.	2	....	1 0 0
1	Whorton William G.	2	....	1 0 0
1	Williston, William	2	31s.	3 2 0
1	Young, James A.	3	10s.	1 10 0
				£1,804 1 0

ROBERT GOWAN, *Accountant.***ABSTRACT***Of Timber Licences issued from 1st May to 31st December, 1848, both inclusive.*

No.	Square Miles.	Rate of Mileage per Square Mile.	Amount of Mileage.	No.	Square Miles.	Rate of Mileage per Square Mile.	Amount of Mileage.
398	1,884	10s.	£942 0 0			<i>Forward,</i>	£1,201 7 0
8	60½	11s.	33 5 6	1	3½	66s.	11 11 0
1	3	13s.	1 19 0	1	2	68s.	6 16 0
3	7	15s.	5 5 0	1	6	70s.	21 0 0
3	8½	16s.	6 16 0	1	3½	71s.	12 8 6
1	10	17s.	8 10 0	1	2	74s.	7 8 0
1	2	18s.	1 16 0	1	2½	80s.	10 0 0
1	2½	19s.	2 7 6	1	2	85s.	8 10 0
1	2	24s.	2 8 0	1	3½	86s.	15 1 0
1	3½	25s.	4 7 6	1	2½	90s.	11 5 0
2	6	26s.	7 16 0	1	2	92s.	9 4 0
1	6	27s.	8 2 0	1	4	95s.	19 0 0
1	4½	28s.	6 6 0	2	6	105s.	31 10 0
2	5	30s.	7 10 0	2	6½	110s.	35 15 0
1	2	31s.	3 2 0	1	2½	113s.	14 2 6
2	4½	32s.	7 4 0	1	3	115s.	17 5 0
3	15	40s.	30 0 0	1	3	120s.	18 0 0
2	5½	41s.	11 5 6	1	2½	151s.	18 17 6
1	9	44s.	19 16 0	1	4½	172s.	38 14 0
1	3½	45s.	7 17 6	1	3	175s.	26 5 0
3	15½	50s.	38 15 0	1	2½	181s.	22 12 6
1	2	53s.	5 6 0	1	4	185s.	37 0 0
1	3½	55s.	9 12 6	1	2	300s.	30 0 0
1	10	60s.	30 0 0	1	9	401s.	180 9 0
<i>Carried forward,</i>			£1,201 7 0	Total Licences,			1,804 1 0

ROBERT GOWAN, *Accountant.*

MILEAGE*Received on Petitions to be sold in January 1849, entered in December 1848.*

No. of Petition.	Name of Applicant.	Square Miles.	Deposit		Amount.
			per Square Mile.		
157	Taylor, James	2	10s.		£1 0 0
158	Prince, Thomas	2	....		1 0 0
159	Taylor, John S.	6½	....		3 5 0
160	Alwood, James	2	....		1 0 0
161	Ferguson, John	3½	....		1 15 0
162	Farris, John	3	....		1 10 0
163	Stewart, James	2	....		1 0 0
164	Cokely, John	2	....		1 0 0
165	Brockway, Alvia	2	....		1 0 0
166	Kirlin, Patrick	6½	....		3 5 0
167	Alexander, Thomas	3	....		1 10 0
168	Crookshank, Charles	7	....		3 10 0
169	Samuel, J. J.	2	....		1 0 0
170	Smith, William S.	3	....		1 10 0
171	Branscombe, Nathaniel	2½	....		1 5 0
172	Hutchison, Richard	2	....		1 0 0
173	Do.	6½	....		3 5 0
174	Williams, Ebenezer	2	....		1 0 0
175	Hartley, George T.	5	....		2 10 0
176	Bridges, Thomas	2	....		1 0 0
177	Jones, Henry	2½	....		1 5 0
178	Hutchison, Richard	4	....		2 0 0
179	Do.	2	....		1 0 0
180	Do.	9½	....		4 15 0
181	Holderness, John W.	2	....		1 0 0
182	Lunn, Jonathan	3	....		1 10 0
183	M'Lean, Duncan F.	2	....		1 0 0
184	Crookshank, Charles	3	....		1 10 0
185	Sargeson, Richard	2	....		1 0 0
186	Hamm, David	2	....		1 0 0
187	Hutchinson, Robert	2½	....		1 5 0
188	Clain, LeBaron	2	....		1 0 0
Total,					£51 10 0

ROBERT GOWAN, *Accountant.***RETURN OF MILL RESERVE***Granted under the Act of Assembly, between 1st January and 31st December, 1848, shewing the name of the Lessee, situation of the Reserve, its area in Acres and in Square Miles, and Mileage received for the first year.*

No. of Lease.	Name of Lessee.	Situation.	CONTENTS.		Mileage paid.
			Acres.	Sq. Miles.	
79	Dunn, Robert	Gaspercau River, Queen's Co.,	5,000	7½	£3 15 0

ROBERT GOWAN, *Accountant.*

RETURN OF MILL RESERVES

Granted under the Act of Assembly to 31st December, shewing also the Mileage received on them for the year ending 1st May, 1849.

Lessee.		Sq. Miles.	Mileage paid to May 1849.
Anderson, David H.		7½	£3 15 0
Austin, Justus	Not paid,	7½	0 0 0
Ayer, Elijah		4½	2 5 0
Binney, Stephen	Not paid,	7½	0 0 0
Bleakney, Uz	Not paid,	5½	0 0 0
Boyd, John	Not paid,	7½	0 0 0
Burpe, E. L.	Not paid,	21	0 0 0
Burpe, George		13½	6 15 0
Coburn, A. T.	Not paid,	13½	0 0 0
Colwell, William		4½	2 5 0
Cox, Thomas		7½	3 15 0
Coy, Matthew	Not paid,	7½	0 0 0
Cunard, Joseph	Not paid,	13½	0 0 0
Cutler, Robert B.	Not paid,	7½	0 0 0
Doherty, William		7½	3 15 0
Dow, David	Not paid,	7½	0 0 0
Duffy, Hugh		13½	6 15 0
Dunn, Robert		7½	3 15 0
Earle, John		7½	3 15 0
Fairbanks, John C.	Not paid,	7½	0 0 0
Ford, John P.		13½	6 15 0
Gildart, William	Not paid,	13½	0 0 0
Hartt, Thomas	Paid 5th January, 1849,	22½	0 0 0
Hayne, Richard		4	2 0 0
Hayward, Humphrey	Not paid,	7½	0 0 0
Holderness, John W.	Not paid,	13½	0 0 0
Howe, Simeon	Not paid, (for 1847 or 1848,)	7½	0 0 0
Hughson, William	Not paid,	7½	0 0 0
Do.	Not paid,	7½	0 0 0
Ingraham, Benjamin		7½	3 15 0
Irish, John W. M.	Not paid,	13½	0 0 0
Johnson, Thomas	Not paid,	7½	0 0 0
Johnson, Thomas, Junior,	Not paid,	7½	0 0 0
Langen, Samuel	Not paid,	13½	0 0 0
Leek, Jacob	Not paid, (for 1847 or 1848,)	3½	0 0 0
Marvin, Charles	Not paid,	4½	0 0 0
Morrow, George		7½	3 15 0
M'Donald, John	Not paid,	3	0 0 0
M'Farlan, Charles	Not paid, (for 1847 or 1848,)	4½	0 0 0
M'Gregor, John	Not paid,	7½	0 0 0
M'Laggan, Alexander	Paid 8th January, 1849,	13½	0 0 0
M'Lean, Archibald G.	Not paid,	7½	0 0 0
M'Lean, Charles	Not paid, (for 1847 or 1848,)	4	0 0 0
M'Leod, Roderick		7½	3 15 0
M'Pherson, Charles	Paid 5th January, 1849,	13½	0 0 0
Nevers, Peters M.	Not paid,	13½	0 0 0
Peabody, John	Not paid,	13½	0 0 0
Pendleton, William C.	Not paid,	13½	0 0 0
Pickard, Thomas, Junior,	Not paid,	21	0 0 0
Pollok, John	Not paid,	27	0 0 0
Do.		7½	3 15 0

Carried forward, £60 10 0

Return of Mill Reserves.—Continued.

Lessee.		Sq. Miles.	Mileage paid to May 1849.
	<i>Brought forward,</i>	<i>....</i>	£60 10 0
Rankin, Alexander	Paid 8th January, 1849,	13½	0 0 0
Do.	Paid 8th January, 1849,	7½	0 0 0
Do.	Paid 8th January, 1849,	7½	0 0 0
Robertson, John		42	21 0 0
Scott, John	Not paid,	7½	0 0 0
Scoullar, William	Not paid,	27	0 0 0
Seelye, Walter	Not paid,	2½	0 0 0
Smith, Harrison T.		7½	3 15 0
Smith, John		2	1 0 0
Sowerby, Isaac		7½	3 15 0
Steeves, Allan	Not paid, (for 1847 or 1848,)	7½	0 0 0
Steeves, Louis, Junior,	Not paid,	13½	0 0 0
Taylor, James	Not paid,	13½	0 0 0
Taylor, Nathan S.	Not paid, (for 1847 or 1848,)	7½	0 0 0
Teakles, William S.	Not paid, (for 1847 or 1848,)	7½	0 0 0
Tibbits, James	Not paid,	7½	0 0 0
Tracey, Jeremiah, Senior,		7½	3 15 0
Tracey, Jeremiah, Junior,		13½	6 15 0
Tracey, Richardson		7½	3 15 0
Underhill, Thomas W.		13½	6 15 0
Vail, John C.	Not paid,	4½	0 0 0
Do.	Not paid,	3	0 0 0
Wark, David		7½	3 15 0
Wasson, Thomas		4½	2 5 0
Wilson, John	Not paid, (for 1847 or 1848,)	7½	0 0 0
Wilson, Richard	Not paid, (for 1847 or 1848,)	3	0 0 0
Withrow, John	Not paid,	7½	0 0 0
Yeamans, Peters,		13½	6 15 0
Total, 79 Leases,			£123 15 0

ROBERT GOWAN, *Accountant.**Recapitulation of Receipts in 1848 by the Receiver General, through the Crown Land Office, on account of Timber.*

Mileage on Timber Berths from 1st January to 1st May, 1848,	....	£13 2 0
Do. Timber Berths from 1st May to 31st December, 1848,	....	1,804 1 0
Do. Timber Petitions to be sold in January 1849,	....	51 10 0
Do. Mill Reserves,	....	123 15 0
Total for Timber and Lumber,		£1,992 8 0

THOS. BAILLIE, *Sur. Gen.*ROBERT GOWAN, *Accountant.*

RETURN OF SALES OF CROWN LANDS

From 1st January to 31st December, 1848, both inclusive, for payment down, or by annual instalments, under the Regulations of 11th May, 1843, Twenty per cent. being deducted for payment down, and Five per cent. of Commission allowed to the Local Deputies for all sums paid by them to the Receiver General, and One pound previously deposited with each Petition.

COUNTY OF ALBERT.

Record	Purchaser.	Parish.	Acres.	Price Ψ Lot	Discount for payment down.	Paid to the Local Deputy.
6607	Steeves, Stephen	Hillsborough,	100	£15 0 0	£0 0 0	£3 15 0
6608	Stevens, Hiram	Elgin,	25	3 15 0	0 15 0	3 0 0
6674	Wells, Newton	Hopewell,	200	30 0 0	6 0 0	24 0 0
6710	Kilpatrick, Alexander	Harvey,	90	13 10 0	0 0 0	3 7 6
6711	Dougherty, Hugh	Do.	20	3 0 0	0 12 0	2 8 0
6712	Do.	Do.	100	15 0 0	0 0 0	3 15 0
6748	Wilmot, John	Coverdale,	100	15 0 0	0 0 0	3 15 0
6808	Steeves, Stephen	Hillsborough,	35	5 5 0	1 1 0	4 4 0
6809	Colpitts, William	Elgin,	82	16 8 0	0 0 0	4 2 0
6902	Swift, John	Do.	100	15 0 0	0 0 0	3 15 0

Paid Deputy, £56 1 6: Commission, £2 16s.—Paid Receiver General, £53 5 6.

ROBERT GOWAN, *Accountant.*

COUNTY OF CARLETON.

6600	Connell, Charles	Simonds,	150	£22 10 0	£4 10 0	£18 0 0
6675	Anderson, John	Andover,	31	4 13 0	0 0 0	1 3 3
6676	Curran, Michael	Do.	65	9 15 0	0 0 0	2 8 9
6677	Ketchum, Richard R.	Do.	90	13 10 0	0 0 0	3 7 6
6715	Walton, James	Wakefield,	100	15 0 0	0 0 0	3 15 0
6716	O'Brien, Daniel	Andover, 2 Town lots	£15,	30 0 0	0 0 0	7 10 0
6790	Coombes, L. R. and others,	Do.	2	1 0 0	0 4 0	0 16 0
6791	Flinn, Laughlin	Do.	100	15 0 0	0 0 0	3 15 0
6810	London, Isaiah	Simonds,	100	15 0 0	3 0 0	12 0 0
6811	Kelly, Robert	Andover,	100	15 0 0	0 0 0	3 15 0
6845	Tracey, James F.	Wicklow,	94	14 2 0	0 0 0	3 10 6
6864	Boyd, Thomas R.	Simonds,	70	10 10 0	0 0 0	2 12 6
6865	Robertson, James	Brighton,	100	15 0 0	0 0 0	3 15 0
6866	Emslie, William W.	Kent,	100	15 0 0	0 0 0	3 15 0
6867	Perley, Charles and others,	Andover,	2	1 0 0	0 4 0	0 16 0
6888	Segee, James S.	Simonds,	50	7 10 0	1 10 0	6 0 0
6891	Nichols, Joseph	Do.	100	15 0 0	0 0 0	3 15 0
6892	Do.	Do.	32	4 16 0	0 19 2	3 16 10
6893	Nichols, Stephen	Do.	127	19 1 0	3 16 2	15 4 10
6905	Winslow, Francis E.	Andover, Pasture lots	4	16 10 0	0 0 0	4 2 6

Paid Deputy, £103 18 8: Commission, £5 3 11—Paid Receiver General, £98 14 9.

ROBERT GOWAN, *Accountant.*

COUNTY OF CHARLOTTE.

6599	M'Donald, Angus	Saint James,	100	£15 0 0	£3 0 0	£12 0 0
6698	Gilmour, Daniel	Saint George,	95	14 5 0	2 17 0	11 8 0
6699	Do.	Do.	230	34 10 0	6 18 0	27 12 0
6700	Knight, Joshua	Pennfield,	310	46 10 0	9 6 0	37 4 0
6701	Stannus, Robert	Do.	94	14 2 0	2 16 5	11 5 7
6713	Nixon, Martha	Pet. 20. Saint James,	98	14 14 0	2 18 10	10 15 2
6752	Gardner, James	Do.	100	15 0 0	0 0 0	3 15 0
6753	Gardner, Michael	Do.	50	7 10 0	0 0 0	1 17 6
6783	Andrews, Samuel G.	Pennfield,	200	30 0 0	6 0 0	24 0 0
6828	O'Brien, Thomas	Saint Patrick,	50	7 10 0	1 10 0	6 0 0
6903	Gleason, Michael	Saint James,	100	15 0 0	0 0 0	3 15 0

Paid Deputy, £149 12 3: Commission, £7 10 8—Paid Receiver General, £142 1 7.

ROBERT GOWAN, *Accountant.*

Sales of Crown Lands from 1st January to 31st December, 1848.—Continued.

COUNTY OF GLOUCESTER.

Record	Purchaser.	Parish.	Acres.	Price \pounds Lot	Discount for payment down.	Paid to the Local Deputy.
6601	Poirrier, Oliver	Caraquet,	50	£7 10 0	£1 10 0	£6 0 0
6602	Terrio, Peter, Senior,	Do.	50	7 10 0	1 10 0	6 0 0
6714	Harding, Thomas	Do.	50	7 10 0	0 0 0	1 17 6
6732	Ache, Xavier	Do.	75	11 5 0	2 5 0	9 0 0
6733	Ache, Andrew	Do.	150	22 10 0	4 10 0	18 0 0
6734	Therio, Antoine	New Bandon,	60	9 0 0	0 0 0	2 5 0
6735	LeGresley, Francis	Do.	50	7 10 0	0 0 0	1 17 6
6801	Guignard, John B. Pet. 20s.	Caraquet,	50	7 10 0	1 10 0	5 0 0
6802	Jennings, Edward	New Bandon,	100	15 0 0	3 0 0	12 0 0
6803	Smith, William H.	Bathurst,	225	33 15 0	6 15 0	27 0 0
6804	Ferguson, Francis	Do.	110	16 10 0	3 6 0	13 4 0
6852	Bateman, Thomas	New Bandon,	50	7 10 0	0 0 0	1 17 6
6853	Parrot, Matthew	Do.	80	12 0 0	0 0 0	3 0 0
6854	Ferguson, Francis	Bathurst,	50	7 10 0	1 10 0	6 0 0
6875	Boudreau, Felix	Saumarez,	100	15 0 0	0 0 0	3 15 0
6876	M'Intosh, John	Caraquet,	100	15 0 0	3 0 0	12 0 0
6877	Legere, Fabian	Do.	50	7 10 0	1 10 0	6 0 0
6878	Legere, Stanislaus Pet. 20s.	Do.	100	15 0 0	0 0 0	2 15 0
6879	Legere, Pierre	Do.	50	7 10 0	0 0 0	1 17 6
6880	Lantain, Peter Pet. 20s.	Do.	50	7 10 0	1 10 0	5 0 0
6881	Lantain, Jarvie	Do.	100	15 0 0	3 0 0	12 0 0
6882	Gionet, Ami	Do.	100	15 0 0	0 0 0	3 15 0
6883	Hubert, Joseph	Do.	99	14 17 0	0 0 0	3 14 3
6884	Chaisson, Romain	Do.	75	11 5 0	0 0 0	2 16 3
6885	Legere, Joseph	Do.	50	7 10 0	0 0 0	1 17 6
6886	Lantaine, Henry Pet. 20s.	Do.	70	10 10 0	2 2 0	7 8 0
6887	Curtis, Nathaniel	Bathurst,	96	14 8 0	0 0 0	3 12 0
6894	Madrans, John M.	Beresford,	45	6 15 0	1 7 0	5 8 0
6895	Ahern, Jeremiah, Junior.	New Bandon,	80	12 0 0	4 0 0	3 0 0

Paid Deputy, £188: Commission, £9 12 3—Paid Receiver General, £178 7 9.

ROBERT GOWAN, *Accountant.*

COUNTY OF KENT.

6605	Campbell, James	Weldford,	100	£15 0 0	£3 0 0	£12 0 0
6649	Daigle, Peter A.	Richibucto,	75	11 5 0	2 5 0	9 0 0
6650	Daigle, Martin	Do.	80	12 0 0	2 8 0	9 12 0
6651	Ward, Ackerley	Weldford,	100	15 0 0	3 0 0	12 0 0
6652	Flanagan, Martin	Carleton,	120	18 0 0	3 12 0	14 8 0
6653	Johnson, John B.	Do.	100	15 0 0	3 0 0	12 0 0
6654	Do.	Do.	49	7 7 0	1 9 5	5 17 7
6655	Maillet, Melvine	Dundas,	100	15 0 0	3 0 0	12 0 0
6656	Cormier, Joseph	Do.	103	15 9 0	3 1 10	12 7 2
6657	Savois, Belonis	Wellington,	60	9 0 0	1 16 0	7 4 0
6658	Gallant, Daniel	Weldford,	112	16 16 0	3 7 2	13 8 10
6659	Livingstone, Henry	Dundas,	90	13 10 0	2 14 0	10 16 0
6663	Coates, William	Do.	198	29 14 0	5 18 9	23 15 3
6664	Price, Elijah	Do.	100	15 0 0	3 0 0	12 0 0
6665	Coates, John	Do.	100	15 0 0	3 0 0	12 0 0
6666	Richard, Raymond	Wellington,	100	15 0 0	3 0 0	12 0 0
6667	Richard, Francis Pet. 20s.	Weldford,	100	15 0 0	3 0 0	11 0 0
6668	Richard, Oliver Pet. 20s.	Do.	100	15 0 0	3 0 0	11 0 0
6673	Johnson, John B. Pet. 20s.	Carleton,	99	14 17 0	2 19 4	10 17 8
6695	Jerrold, Samuel	Dundas,	180	27 0 0	5 8 0	21 12 0
6696	Jerriod, Maria	Do.	100	15 0 0	3 0 0	12 0 0
6697	Bowser, William	Wellington,	100	15 0 0	3 0 0	12 0 0
6717	Smith, Albert B.	Dundas,	100	15 0 0	3 0 0	12 0 0
6718	M'Intyre, John	Do.	100	15 0 0	0 0 0	3 15 0
6719	Thibideau, Siril	Wellington,	150	22 10 0	4 10 0	18 0 0
6736	Richard, Ambrose	Carleton,	50	7 10 0	1 10 0	6 0 0
6737	Woods, Michael Pet. 20s.	Do.	95	14 5 0	0 0 0	2 11 3

Sales of Crown Lands from 1st January to 31st December, 1848.—Continued.

Record	Purchaser.	Parish.	Acres.	Price \pounds Lot	Discount for payment down.	Paid to the Local Deputy.
6746	Richard, John M.	Carleton,	75	£11 5	£2 5 0	£9 0 0
6751	Plombe, Joseph	Weldford,	100	15 0	3 0 0	12 0 0
6761	Walker, John	Do.	70	10 10	0 0 0	2 12 6
6762	Seelye, Charles	Do.	80	16 0	3 4 0	12 16 0
6763	Walker, James	Do.	100	15 0	0 0 0	3 15 0
6764	Irving, Herbert	Do.	60	9 0	1 16 0	6 4 0
6776	Richard, Francis	Carleton,	100	15 0	3 0 0	12 0 0
6777	Voutour, Cyprien	Do.	100	15 0	3 0 0	11 0 0
6778	Bobain, Joseph	Do.	100	15 0	3 0 0	11 0 0
6779	White, Germain	Do.	100	15 0	3 0 0	12 0 0
6780	Lanagan, Daniel	Do.	100	15 0	3 0 0	12 0 0
6781	Shary, Bernard	Do.	100	15 0	0 0 0	3 15 0
6782	Cameron, James	Do.	99	14 17	0 0 0	3 14 3
6792	Breau, Romain	Dundas,	100	15 0	3 0 0	12 0 0
6793	Herbert, George	Do.	100	15 0	3 0 0	12 0 0
6794	Breau, Silvain	Do.	200	30 0	6 0 0	24 0 0
6795	Nowlan, Peter	Do.	70	10 10	0 0 0	2 12 6
6796	Gallant, Thadie	Do.	195	29 5	5 17 0	23 8 0
6797	Rogers, John	Weldford,	14	3 10	0 14 0	1 16 0
6798	Bowser, William	Do.	18	4 10	0 18 0	3 12 0
6824	Chandler, William	Wellington,	100	15 0	3 0 0	12 0 0
6825	Richard, Damas	Richibucto,	50	7 10	0 0 0	1 17 6
6826	Arseneaux, Peter	Do.	65	9 15	1 19 0	7 16 0
6827	Poirrier, Luke	Carleton,	64	9 12	1 18 5	7 13 7
6847	Richard, Eli	Dundas,	230	34 10	6 18 0	27 12 0
6855	Allan, Thomas	Do.	200	30 0	6 0 0	24 0 0
6856	Allan, Lawren	Do.	200	30 0	6 0 0	24 0 0
6859	Leonard, Richard	Carleton,	64	9 12	0 0 0	2 8 0
6900	Smith, Peter L.	Dundas,	95	14 5	0 0 0	3 11 3
6901	Basterashe, Michael	Do.	50	7 10	0 0 0	1 17 6
6904	Daigle, Francis J.	Richibucto,	60	9 0	1 16 0	7 4 0

Paid Deputy, £622 9 10: Commission, £31 10 4—Paid Receiver General, £590 19 6.

ROBERT GOWAN, *Accountant.*

KING'S COUNTY.

6638	Parlee, Edward	Sussex,	50	£7 10	£1 10 0	£6 0 0
6639	Fyett, George	Do.	98	14 14	0 0 0	3 13 6
6640	Coates, Isaac	Studholm,	100	15 0	0 0 0	3 15 0
6641	Vanwart, Isaac	Do.	200	30 0	6 0 0	24 0 0
6642	Vanwart, William	Do.	100	15 0	3 0 0	12 0 0
6643	Do.	Do.	200	30 0	6 0 0	24 0 0
6644	Price, James N.	Do.	100	15 0	3 0 0	12 0 0
6645	Do.	Do.	100	15 0	0 0 0	3 15 0
6646	Anderson, John	Sussex,	123	18 9	0 0 0	4 12 3
6647	Atkinson, David	Studholm,	50	7 10	0 0 0	1 17 6
6669	M'Intire, Francis	Upham,	80	12 0	0 0 0	3 0 0
6670	M'Intire, Hugh	Do.	100	15 0	0 0 0	3 15 0
6671	Campbell, William	Do.	100	15 0	0 0 0	3 15 0
6672	Robison, Thomas	Sussex,	100	15 0	0 0 0	3 15 0
6707	M'Minamen, F.	Upham,	100	15 0	0 0 0	2 15 0
6708	M'Naught, Patrick	Studholm,	100	15 0	3 0 0	12 0 0
6709	Dobson, Robert	Do.	100	15 0	0 0 0	3 15 0
6738	M'Crossin, William	Do.	50	7 10	0 0 0	1 17 6
6739	Jordan, John	Do.	100	15 0	0 0 0	3 15 0
6740	Price, Isaac P.	Do.	99	14 17	0 0 0	3 14 3
6741	Price, John C.	Do.	99	14 17	0 0 0	3 14 3
6742	Freeze, Charles	Do.	96	14 8	2 17 7	11 10 5
6765	Crawford, John	Sussex,	100	15 0	3 0 0	12 0 0
6766	Robinson, Joseph	Do.	100	15 0	0 0 0	3 15 0
6767	Haley, John	Do.	100	15 0	0 0 0	3 15 0
6768	Bustard, Thomas	Do.	100	15 0	0 0 0	3 15 0
6788	Jones, James	Do.	100	15 0	0 0 0	3 15 0

Sales of Crown Lands from 1st January to 31st December, 1848.—Continued.

Record	Purchaser.	Parish.	Acres.	Price & Lot	Discount for payment down.	Paid to the Local Deputy.
6820	Ryan, John	Sussex,	80	£12 0	£2 8 0	£9 12 0
6838	Morris, Miles	Do.	115	17 5	3 9 0	13 16 0
6839	Nicholson, Thomas	Do.	102	15 6	0 0 0	3 16 6
6840	Sprague, Asa	Do.	50	7 10	1 10 0	6 0 0
6841	Wilson, Christopher	Studholm,	100	15 0	0 0 0	3 15 0
6842	Do.	Do.	42	6 6	1 5 3	5 0 9
6843	Stockton, Richard W.	Do.	100	15 0	0 0 0	3 15 0
6851	Wright, William	Do.	108	16 4	3 4 10	12 19 2
6872	Allison, Samuel	Sussex,	100	15 0	3 0 0	12 0 0
6873	Willcock, Robert	Studholm,	200	30 0	6 0 0	24 0 0
6874	Willcock, Simon	Do.	50	7 10	1 10 0	6 0 0
6896	Divine, David	Sussex,	100	15 0	0 0 0	3 15 0

Paid Deputy, £284 9 1: Commission, £14 5 6—Paid Receiver General, £270 3 7.

ROBERT GOWAN, *Accountant.*

COUNTY OF NORTHUMBERLAND.

6603	Wall, Philip	Glenelg,	60	£9 0	£0 0 0	£2 5 0
6604	Conway, Patrick	Do.	100	15 0	0 0 0	3 15 0
6747	M'Laughlan, William	Do.	50	7 10	0 0 0	1 17 6
6771	M'Knight, William	Do.	52	7 16	0 0 0	1 19 0
6772	Gorman, James	Do.	100	15 0	0 0 0	3 15 0
6773	Hutson, John	Do.	18	2 14	0 0 0	0 13 6
6774	Cable, Stephen	Chatham,	49	7 7	0 0 0	1 16 9
6775	Freeze, Hiram	Blissfield,	100	15 0	0 0 0	3 15 0
6789	M'Cully, Caleb	Nelson,	104	15 12	3 2 4	12 9 8
6848	Street, John A.	Blackville,	60	9 0	1 16 0	7 4 0

Paid Deputy, £39 10 5: Commission, £1 19 7—Paid Receiver General, £37 10 10.

ROBERT GOWAN, *Accountant.*

QUEEN'S COUNTY.

6609	Quin, William	Petersville,	100	£15 0	£0 0 0	£3 15 0
6610	Donovan, James	Do.	50	7 10	0 0 0	1 17 6
6611	Malone, Cornelius	Do.	50	7 10	0 0 0	1 17 6
6680	Lunney, William	Waterborough,	60	9 0	0 0 0	2 5 0
6681	M'Mullen, Edward	Johnston,	10	1 10	0 6 0	1 4 0
6682	Do.	Do.	100	15 0	0 0 0	3 15 0
6683	Smith, Robert	Do.	10	1 10	0 6 0	1 4 0
6684	Do.	Do.	100	15 0	0 0 0	3 15 0
6725	Montgomery, John	Petersville,	100	15 0	0 0 0	3 15 0
6726	Jones, William	Do.	100	15 0	0 0 0	3 15 0
6727	Jones, Humphrey	Do.	100	15 0	0 0 0	3 15 0
6728	Calahan, Michael	Do.	80	12 0	0 0 0	3 0 0
6729	Kirkpatrick, George	Do.	100	15 0	0 0 0	3 15 0
6730	Price, John F.	Brunswick,	100	15 0	0 0 0	3 15 0
6731	Ferris, John, Junior,	Chipman,	100	15 0	3 0 0	12 0 0
6743	Dealey, Richard	Petersville,	100	15 0	0 0 0	3 15 0
6744	Corbitt, Samuel, Junior.	Do.	100	15 0	0 0 0	3 15 0
6745	Birns, Patrick, Senior,	Do.	75	11 5	0 0 0	2 16 3
6760	Scovil, Samuel	Chipman,	100	15 0	3 0 0	12 0 0
6799	Miller, Conrad	Canning,	35	8 15	0 0 0	2 3 9
6821	Gallagher, John	Petersville,	44	22 3 8	0 0 0	5 10 11
6822	M'Laughlin, Anthony	Johnston,	100	15 0	3 0 0	12 0 0
6823	Do.	Do.	100	15 0	0 0 0	3 15 0
6857	Hughson, William	Chipman,	100	15 0	3 0 0	12 0 0
6858	Do.	Do.	100	15 0	0 0 0	3 15 0

Paid Deputy, £114 18 11: Commission, £5 14 7—Paid Receiver General, £109 4 4.

ROBERT GOWAN, *Accountant.*

Sales of Crown Lands from 1st January to 31st December, 1848.—Continued.

COUNTY OF RESTIGOUCHE.

Deputy James Montgomery.

Record	Purchaser.	Parish.	Acres.	Price & Lot	Discount for payment down.	Paid to the Local Deputy.
6702	Doyle, Patrick	Durham,	100	£15 0	£3 0 0	£12 0 0
6703	Smith, William S. Pet. 20s.	Do.	200	30 0	6 0 0	23 0 0
6704	Athinson, Michael	Dalhousie,	100	15 0	0 0 0	3 15 0
6720	Hamilton, William Pet. 20s.	Do.	70	10 10	2 2 0	7 8 0
6750	Ferguson, James	Addington,	100	15 0	0 0 0	3 15 0
6784	Cook, John	Durham,	130	19 10	3 18 0	15 12 0
6785	M'Millan, William Pet. 20s.	Do.	104	15 12	0 0 0	2 18 0
6786	M'Alister, Donald	Do.	105	15 15	0 0 0	3 18 9
6787	Rority, James	Do.	100	20 0	0 0 0	5 0 0
6805	Smith, William S.	Do.	55	8 5	1 13 0	6 12 0
6806	Dundon, Thomas	Dalhousie,	107	36 11 2	0 0 0	9 2 9
6807	Parker, William H.	Do.	100	15 0	0 0 0	3 15 0
6812	Black, Archibald	Durham,	100	15 0	0 0 0	3 15 0
6813	Black, Donald	Do.	96	14 8	2 17 7	11 10 5
6814	Carney, William	Do.	110	16 10	3 6 0	13 4 0
6815	Currie, John	Do.	98	14 14	0 0 0	3 13 6
6816	M'Pherson, Alexander	Colborne,	63	9 9	1 17 9	7 11 3
6817	Do.	Do.	164	24 12	4 18 5	19 13 7
6818	Hamilton, John	Do.	100	15 0	0 0 0	3 15 0
6819	Craigie, Hugh	Addington,	100	15 0	0 0 0	3 15 0
6846	M'Connell, David	Colborne,	100	15 0	0 0 0	3 15 0
6897	Murchie, John	Durham,	50	7 10	1 10 0	6 0 0
6898	Cook, John	Do.	85	12 15	2 11 0	10 4 0
6899	Kerr, Alexander	Do.	75	11 5	0 0 0	2 16 3

Paid Deputy, £186 9 6: Commission, £9 9 6—Paid Receiver General, £177.

ROBERT GOWAN, *Accountant.*

RESTIGOUCHE.—CONTINUED. Deputy John Cunningham, Junior.

6636	Farrell, William	Dalhousie,	22	£3 6	£0 13 2	£2 12 10
6755	Hervie, Robert	Do.	145	21 15	4 7 0	17 8 0
6756	Gandin, Francis	Colborne,	63	9 9	0 0 0	2 7 3

Paid Deputy, £22 8 1: Commission, £1 2 5—Balance not remitted.

£22 8 1 was paid to Deputy John Cunningham, Junior, by the Purchasers, as appears by vouchers, but no part of such monies was paid by him to the Receiver General; his Bond sureties were duly notified of the default.

ROBERT GOWAN, *Accountant.*

COUNTY OF SAINT JOHN.

6678	Richardson, Robert	Saint Martin,	79	£11 17	£0 0 0	£2 19 3
6749	Forsyth, John A.	Lancaster,	50	7 10	0 0 0	1 17 6
6834	Vernon, James	Saint Martin,	130	19 10	10 13	42 12 0
6835	Do.	Do.	70	10 10		
6836	Do.	Do.	70	10 10		
6837	Do.	Do.	85	12 15		
6868	Johnston, Hugh	Do.	145	21 15	4 7 0	17 8 0
6869	Do.	Do.	408	61 4	12 4 9	48 19 3
6870	Robertson, Duncan	Do.	312	46 16	9 7 2	37 8 10
6871	Do.	Do.	104	15 12	3 2 4	12 9 8

Paid Deputy, £163 14 6: Commission, £8 3 8—Paid Receiver General, £155 10 10.

ROBERT GOWAN, *Accountant.*

Sales of Crown Lands from 1st January to 31st December, 1848.—Continued.

COUNTY OF WESTMORLAND.

Record	Purchaser.	Parish.	Acres.	Price & Lot	Discount for payment down.	Paid to the Local Deputy.
6606	Ogden, John F.	Botsford,	100	£15 0	£0 0 0	£3 15 0
6612	Do.	Do.	10	1 10	0 6 0	1 4 0
6648	Savage, Timothy	Do.	198	29 14	5 18 10	23 15 2
6679	Groundwater, Edward	Moncton,	100	15 8 4	0 0 0	3 17 1
6705	Landrie, D'Ire	Shediac,	165	24 15	4 19 0	19 16 0
6706	Lannen, William	Moncton,	100	15 0	0 0 0	3 15 0
6769	Allen, Robert	Botsford,	8	1 4	0 4 10	0 19 2
6770	Do.	Do.	100	15 0	0 0 0	3 15 0
6844	Campbell, Alexander	Do.	100	15 0	3 0 0	12 0 0
6849	M'Fee, Charles	Salisbury,	15	2 5	0 9 0	1 16 0
6850	Do.	Do.	100	15 0	0 0 0	3 15 0

Paid Deputy, £78 7 5: Commission, £3 18 5—Paid Receiver General, £74 9s.

ROBERT GOWAN, *Accountant.*

COUNTY OF SUNBURY.

6595	Parsons, William	Blissville,	100	£15 0	£0 0 0	£3 15 0
6596	Parsons, Joseph	Do.	100	15 0	0 0 0	3 15 0
6597	Webb, James E.	Do.	100	15 0	0 0 0	3 15 0
6598	Estabrooks, Ebenezer	Do.	100	15 0	0 0 0	3 15 0
6660	Webb, Joshua, Junior,	Do.	100	15 0	3 0 0	12 0 0
6661	M'Donagh, Edward	Burton,	50	7 10	0 0 0	1 17 6
6686	Matthews, John	Blissville,	100	15 0	0 0 0	3 15 0
6687	Matthews, Andrew	Do.	100	15 0	0 0 0	3 15 0
6688	Gardner, James	Do.	150	22 10	4 10 0	18 0 0
6689	Wooden, Robert	Do.	100	15 0	3 0 0	12 0 0
6690	Kirkup, David	Do.	95	14 5	2 17 0	11 8 0
6691	Dunn, Andrew	Do.	100	15 0	0 0 0	3 15 0
6692	Dunn, John	Do.	100	15 0	0 0 0	3 15 0
6693	Jurdan, George	Do.	100	15 0	0 0 0	3 15 0
6694	Jones, William	Do.	100	15 0	0 0 0	3 15 0
6721	Rodgers, James	Burton,	50	7 10	0 0 0	1 17 6
6724	Wooden, James	Blissville,	95	14 5	2 17 0	11 8 0
6758	Smith, Stephen	Do.	100	15 0	0 0 0	3 15 0
6800	M'Bride, Edward	Burton,	100	15 0	0 0 0	3 15 0
6860	Haney, Dennis	Do.	50	7 10	0 0 0	1 17 6

Paid Receiver General, £115 8 6

ROBERT GOWAN, *Accountant.*

COUNTY OF YORK.

6594	Pass, William, Junior,	Kingsclear,	105	£15 15	£0 0 0	£3 18 9
6633	Brooks, Dow	Southampton,	100	15 0	0 0 0	3 15 0
6634	Grant, Daniel	Dumfries,	52	7 16	1 11 2	6 4 10
6635	Estey, Harvey A.	Do.	65	9 15	0 0 0	2 8 9
6662	Roman Catholic Epis. Corp'n.	Kingsclear,	27	4 1	0 16 2	3 4 10
6685	Moody, James	Do.	35	5 5	1 1 0	4 4 0
6722	Brown, James	Dumfries,	113	16 19	3 7 9	13 11 3
6759	Miller, Oliver	Do.	30	4 10	0 18 0	3 12 0
6829	Hartin, Thomas	Do.	100	15 0	3 0 0	12 0 0
6830	Do.	Do.	100	15 0	0 0 0	3 15 0
6832	Scott, William	Do.	10	1 10	0 6 0	1 4 0
6833	Do.	Do.	100	15 0	0 0 0	3 15 0
6862	M'Cluskey, Patrick	Stanley,	50	7 10	0 0 0	1 17 6
6863	Craig, John	Do.	3	1 10	0 6 0	1 4 0
6889	Jamieson, Hugh	Dumfries,	110	16 10	3 6 0	13 4 0
6890	M'Donald, Donald	Saint Mary,	100	15 0	0 0 0	3 15 0

Paid Receiver General, £81 13 11

ROBERT GOWAN, *Accountant.*

Sales in the Crown Land Office in 1848 under special Orders, or without Sale under former Orders in Council.

Record	Purchaser.	County.	No. of Acres.	Price \pounds Lot	Offsets.	Paid to the Rec. General
6637	M ^c Monagle, John	Carleton,	100	£15 0	£3 15 0	£11 5 0
6723	Guiguien, Louis Pet- 20s.	Kent,	100	15 0	10 10 0	3 10 0
6831	M ^c Carthy, William	Charlotte,	50	9 0	2 10 0	6 10 0
Paid Receiver General,						£21 5 0

Explanatory Remarks on the above Sales.

6637	£3 15 0	Paid by C. Gallagher as 1st Instalment in Deposit Book in 1832: Ordered in Council October 1847, to be allowed to J. M ^c Monagle, having a quit claim from C. Gallagher.
6723	10 10 0	Paid by L. Guiguien to the Crown for Logs cut by him on the Land: Ordered in Council 5th May, 1848, to be allowed to him.
6831	2 10 0	Paid by W. M ^c Carthy on account in Deposit Book: Ordered in Council 4th August, 1840, to be allowed to him.

All the above Sales were on Petitions answered in Council before the commencement of the present system, and while the restraining Act was in operation.

ROBERT GOWAN, *Accountant.*

Abstract and Summary of the foregoing Returns of Land Sales.

		ACRES AND RATES.			
For payment down,	14,608 acres,	@	3s.	£2,191	4 0
	80 "	@	4s.	16	0 0
	32 "	@	5s.	8	0 0
	7 "	@	10s.	3	10 0
	50 "			9	0 0
Totals,			14,777 acres,	...	£2,227 14 0
For Instalments,	11,512 acres,	@	3s.	£1,726	16 0
	100 "	@	3s. 1d.	15	8 4
	182 "	@	4s.	36	8 0
	35 "	@	5s.	8	15 0
	107 "	@	6s. 10d.	36	11 2
	44 "	@	10s. 1d.	22	3 8
	4 "	@	82s. 6d.	16	10 0
	2 Town Lots, 300s., (½ acre,)			30	0 0
Totals,			11,984 acres and 2 Town Lots,	1,892	12 2
Grand Totals, (including 2 Town Lots, ½ acre,) 26,761½ acres,			...	...	£4,120 6 2

Distribution of Amounts paid and due, and Offsets allowed.

Paid to the Receiver General,	£2,105	15	1
Deposits to be transferred to the Casual Revenue,	18	0	0
	£2,123 15 1		
Due by Deputy Cunningham, Junior, (Restigouche,)		21	5 8
Payments formerly made, now offset by Orders in Council,		16	15 0
Discounts for payment down, 20 per cent. on £2,188 14s., say,	£437	14	5
Commission to the Local Deputies, 5 per cent.,	101	6	10
	539 1 3		
Instalments payable in 1849,	£473	3	0
Do. do. 1850,	473	3	1
Do. do. 1851,	473	3	1
	1,419 9 2		
	£4,120 6 2		

ROBERT GOWAN, *Accountant.*

THOS. BAILLIE, *Sur. Gen.*

Return of Allotments of Land in the year 1848 for which Grants have been ordered to pass without payment of purchase money.

Record	Name.	Parish.	County.	Acres	By what authority.
6754	1 Leslie, John	Stanley.	York,	100	Lient. Governor in Council.
6757	2 Gartley, George	Woodstock,	Carleton,	100	Do.
6861	3 Allen, John	Perth,	Do.	800	Do.

- 1 For his Military services as Private in the Royal Artillery.
- 2 For Military services of Charles Gallagher as Private in the Royal West India Rangers.
- 3 For his Military services as Captain in the New Brunswick Fencibles.

THOS. BAILLIE, *Sur. Gen.*

ROBERT GOWAN, *Accountant.*

RETURN OF LAND

Sold within the Indian Reserves under the Act of Assembly, and recorded in the Crown Land Office in the year 1848, the net proceeds having been paid into the Province Treasury for the benefit of the Indians for whose Tribe the Reserves were first made.

Record	Purchaser.	Parish.	County.	Acres.	Price per Lot.	Situation of Reserve.
6613	Hutchison, Richard	Northesk,	Northumberland,	9	£7 10	Eel Ground.
6614	Lock, William	Do.	Do.	68	12 10	Do.
6615	Willard, Oliver	Do.	Do.	66	16 10	Do.
6616	Do.	Do.	Do.	41	6 3	Do.
6617	Crowley, Jeremiah	Do.	Do.	91	13 13	Do.
6618	Willard, Oliver	Do.	Do.	44	6 12	Do.
6619	Jackson, Robert	Do.	Do.	100	15 0	Do.
6620	M'Kay, Donald	Do.	Do.	425	63 15	Do.
6621	Hogan, Michael	Do.	Do.	61	12 4	Indian Point.
6622	Cain, John	Do.	Do.	10	2 0	Do.
6623	M'Mahon, Richard	Do.	Do.	23½	4 14	Do.
6624	M'Carty, Alexander	Do.	Do.	10½	2 2	Do.
6625	Ledden, James, Jun.	Do.	Do.	92	18 8	Do.
6626	Ryan, John	Do.	Do.	57	11 8	Do.
6627	Kehoe, James	Do.	Do.	47	9 8	Do.
6628	M'Kew, Michael	Do.	Do.	83	16 12	Do.
6629	Kelly, Terence	Do.	Do.	50	10 0	Do.
6630	Mackie, John	Do.	Do.	43½	8 14	Do.
6631	Johnston, James	Do.	Do.	381	57 3	Tabusintac.
6632	Hutchison, Richard	Do.	Do.	7	10 0	Wishart's Point.

ROBERT GOWAN, *Accountant.*

THOS. BAILLIE, *Sur. Gen.*

General Abstract of Sales, &c., of Land recorded in 1848.

Nature of Sale or Record.	No. of Entries.	No. of Sales.	Acres.
Current Sales in the Counties, ...	286	272	26,511½
Sales on former Minutes of Council, ...	3	3	250
Free Grants per Minutes of Council, ...	3	3	1,000
Sales of Land in Indian Reserves, ...	20	20	1,709½
Totals, ...	312	298	29,471

Records 6594 to 6905.

ROBERT GOWAN, *Accountant.*

RETURN OF SUMS*Paid in 1848, on account of Instalments due on Land sold at former periods.*

Class 1.—Sales before 11th May, 1843.

Record.	Name.	Instalments paid.	Paid Rec. General.
239	Lindsay, Alexander	4th,	£6 2 11
125	M'Laughlin, James	3d and 4th,	10 0 0
730	Porter, Francis	2d, 3d and 4th,	13 5 6
1151	DeMerchant, Charles	3d and 4th on 200 acres,	5 12 6
1351	Martin, Asa	2d, 3d and 4th on 200 acres,	26 5 0
1544	Whittier, Henry	3d and 4th 300s.,	13 10 0
1627	Rourke, Andrew	3d,	7 10 0
1841	Salter, John	3d and 4th,	7 10 0
2612	Shaw, James	2d, 3d and 4th 150s.,	10 12 9
2638	Crosil, William	on account 100s.,	
Total,			<u>£100 8 8</u>

ROBERT GOWAN, *Accountant.*

Class 2.—Sales since 11th May, 1843.

Record.	Name.	Instalments paid.	Paid Rec. General.
4405	Mewhiney, Robert	4th,	£3 12 3
4409	Huey, Alexander	4th,	3 15 0
4468	Campbell, Hiram	4th,	3 14 9
4509	Price, George R.	4th,	4 9 0
4537	Kelly, Charles	4th,	1 15 7
4609	Mace, William	2d, 3d and 4th,	25 8 9
4619	M'Nichol, Margaret	4th,	5 3 6
4623	Leeper, John	4th,	3 11 3
4689	Carlow, Isaac	3d,	3 11 3
4690	Blain, Andrew	2d, 3d and 4th,	10 13 9
4805	Joy, Thomas	3d,	3 11 3
4808	Buchanan, James W.	4th,	3 11 3
4830	Hanley, Patrick	4th,	3 11 3
4847	Ham, Thomas	4th,	3 8 5
4890	Fairweather, James H.	4th,	3 11 3
4892	Ellis, James	2d, 3d and 4th,	5 6 10
4895	M'Garrigle, Patrick	4th,	3 11 3
4898	Bransfield, Michael	4th,	1 15 8
4909	Hicks, Jonathan	2d, 3d and 4th,	10 13 9
4919	Muzeroll, Jeremiah	2d, 3d and 4th,	10 13 9
4920	Vinneau, Charles, Junior,	4th,	3 11 3
4936	Kierstead, John B.	2d,	3 11 3
4944	Smith, George	3d,	3 10 6
5048	Ackerley, Marvin G.	2d, 3d and 4th,	10 9 6
5069	Fairweather, William	3d and 4th,	3 11 3
5157	Grant, John	2d,	3 15 0
5164	Corrie, Thomas	2d, 3d and 4th,	9 10 3
5194	Joy, Robert	3d and 4th,	6 14 0
<i>Carried forward,</i>			<u>£160 2 9</u>

Return of Sums paid on account of Instalments on former Sales.—Continued.

Record.	Name.	Instalments paid.	Paid Rec. General.
		<i>Brought forward,.....</i>	£160 2 9
5197	Pomeroy, John M.	2d and 3d,	7 2 6
5231	Foley, John	4th,	1 15 8
5235	Bennett, John	4th,	3 11 3
5258	Duke, John	4th,	3 11 3
5259	Allen, Vital	4th,	2 19 1
5341	Morrison, Louis	3d and 4th,	7 2 6
5377	Hammond, William	3d and 4th,	5 6 11
5380	Sutherland, Adam	3d,	2 17 0
5392	Bennett, Benjamin	2d, 3d and 4th,	10 3 0
5398	Chambers, Andrew	2d, 3d and 4th,	10 13 9
5437	Doucet, Edward	4th,	3 11 3
5585	Wright, Peter C.	3d and 4th,	7 2 6
5589	LeBreton, Charles	3d,	3 11 3
5663	Boyd, Thomas	3d,	3 11 3
5725	Donovan, William	2d,	3 15 0
5727	Carlow, Mark	2d,	3 11 3
5764	Jonah, George	3d,	3 11 3
5765	Hayes, William	2d,	3 11 3
5796	Votore, Justan	2d, 3d and 4th,	10 3 0
5845	M'Knight, Paul	3d,	3 9 11
5900	Buchanan, James W.	2d and 3d,	3 11 3
5937	Marney, John	2d and 3d,	7 10 0
5943	Blanch, Martin	3d,	3 11 3
6009	Gray, James	2d,	3 11 3
6025	Jordan, Moses, Junior,	2d,	3 11 3
6053	Stevens, Hiram	2d,	3 11 3
6075	Cook, Andrew	2d,	3 11 3
6076	Cook, Christopher M.	2d,	3 9 10
6102	Cockburn, Thomas	2d,	3 15 0
6155	Elder, David	3d and 4th,	15 2 0
6163	Irons, Samuel	2d, 3d and 4th,	5 12 6
6254	M'Affee, John	2d,	3 11 3
6295	Robicheaux, Francis	2d,	1 15 8
6299	Pinett, Joseph	2d,	2 2 9
6334	Therreux, Siffroi	2d,	2 2 9
6474	M'Elman, Benjamin	2d, 3d and 4th,	10 13 9
6490	Maher, Edward	2d,	2 13 6
6500	Stack, Thomas	2d,	3 11 3
6513	Wylie, Joseph	2d, 3d and 4th,	10 2 6
		Total,	<u>£354 11 10</u>

ROBERT GOWAN, *Accountant.*

Recapitulation of Receipts by the Receiver General in 1848, through the Crown Land Office, on account of Land.

Nature of Receipt.				Acres sold.	Amount received.		
Albert County Land Sales,	....	....	....	852	£53	5	6
Carleton do.	....	....	....	1517½	109	19	9
Charlotte do.	....	....	....	1477	148	11	7
Gloucester do.	....	....	....	2315	178	7	9
Kent do.	....	....	....	5920	594	9	6
Kings' do.	....	....	....	3892	270	3	7
Northumberland do.	....	....	....	693	37	10	10
Queens' do.	....	....	....	2014	109	4	4
Restigouche do.	....	....	....	2642	177	0	0
Saint John do.	....	....	....	1453	155	10	10
Sunbury do.	....	....	....	1890	115	8	6
Westmorland do.	....	....	....	996	74	9	0
York do.	....	....	....	1100	81	13	11
Total Land Sales,				26,761½	£2,105 15 1		
Instalments on Land sold before 11th May, 1843,				....	£100	8	8
Do do. sold after 11th May, 1843,				....	354	11	10
Total for Instalments,				....	....	455	0 6
General total on account of Land,				....	....	£2,560	15 7
Add—Over-paid in August by Deputy Colling, to be deducted out of his first remittance in 1849,				....	....	....	0 10 0
General Total,				....	....	£2,561	5 7

ROBERT GOWAN, *Accountant.*THOS. BAILLIE, *Sur. Gen.***RETURN OF SUMS**

Paid as Contingencies in 1848 to the Receiver General through the Crown Land Office.

INTEREST ON ASSOCIATION SALES.

Record.	Name.	Amount paid.	Commission to Local Deputies, 5 per cent.	Paid to the Receiver General.
3937	Hannah, William A.	£0 9 0	£0 0 0	£0 9 0
3944	Brown, Charles D.	0 9 0	0 0 0	0 9 0
3945	Loomer, Edward	0 9 0	0 0 0	0 9 0
4012	Pierce, Hamilton	0 9 9	0 0 6	0 9 3
4013	Pierce, Cromwell	0 9 9	0 0 6	0 9 3
4061	Sullivan, Johnston	0 9 9	0 0 6	0 9 3
4062	Sullivan, James	0 9 9	0 0 6	0 9 3
4094	Flahavan, Patrick	0 9 9	0 0 6	0 9 3
4239	Dunavan, Daniel	0 19 6	0 0 0	0 19 6
4403	Sweeney, Daniel	0 9 9	0 0 5	0 9 4
4405	O'Keleher, John	0 9 9	0 0 6	0 9 3
4412	Berry, Thomas	0 9 9	0 0 6	0 9 3
4413	Baldwin, Thomas	0 9 9	0 0 6	0 9 3
4417	Porter, Jacob	0 9 9	0 0 6	0 9 3
Paid Receiver General,				£6 19 1

ROBERT GOWAN, *Accountant.*

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*Contingencies in 1848 through the Crown Land Office.—Continued.*INTEREST ON LAND INSTALMENTS—*Sold since 11th May, 1843.*

Record.	Name.	Amount paid.	Commission to Local Deputy. 5 per cent.	Paid to the Receiver General.
4409	Huey, Alexander	£0 9 0	£0 0 0	£0 9 0
4468	Campbell, Hiram	0 5 3	0 0 3	0 5 0
4537	Kelly, Charles	0 2 0	0 0 2	0 1 10
4509	Price, George R.	0 2 6	0 0 1	0 2 5
4609	Mace, William	2 16 6	0 2 10	2 13 8
4623	Leeper, John	0 3 0	0 0 2	0 2 10
4689	Carlow, Isaac	0 6 4	0 0 4	0 6 0
4690	Blain, Andrew	0 19 0	0 0 11	0 18 1
4805	Joy, Thomas	0 5 3	0 0 3	0 5 0
4808	Buchanan, James W.	0 1 10	0 0 1	0 1 9
4830	Hanley, Patrick	0 1 1	0 0 1	0 1 0
4847	Ham, Thomas	0 1 0	0 0 1	0 0 11
4890	Fairweather, James H.	0 0 9	0 0 0	0 0 9
4892	Ellis, James	0 6 2	0 0 4	0 5 10
4909	Hicks, Jonathan,	0 13 9	0 0 8	0 13 1
4936	Kierstead, John B.	0 9 0	0 0 5	0 8 7
4944	Smith, George	0 5 3	0 0 3	0 5 0
5048	Ackerley, Marvin G.	0 13 3	0 0 7	0 12 8
5069	Fairweather, William	0 2 0	0 0 1	0 1 11
5157	Grant, John	0 11 7	0 0 0	0 11 7
5164	Corrie, Thomas	0 12 3	0 0 7	0 11 8
5194	Joy, Robert	0 4 10	0 0 4	0 4 6
5197	Pomeroy, John M.	0 5 7	0 0 3	0 5 4
5231	Foley, John	0 0 5	0 0 0	0 0 5
5258	Duke, John	0 1 6	0 0 1	0 1 5
5259	Allen, Vital	0 1 7	0 0 1	0 1 6
5341	Morrison, Louis	0 4 6	0 0 3	0 4 3
5377	Hammond, William	0 3 4	0 0 2	0 3 2
5392	Bennett, Benjamin	0 9 6	0 0 0	0 9 6
5398	Chamber, Andrew	0 12 0	0 0 8	0 11 4
5585	Wright, Peter C.	0 3 4	0 0 2	0 3 2
5589	LeBreton, Charles	0 3 9	0 0 2	0 3 7
5725	Donovan, William	0 3 4	0 0 0	0 3 4
5727	Carlow, Mark	0 2 3	0 0 1	0 2 2
5765	Hayes, William	0 6 5	0 0 4	0 6 1
5900	Buchanan, James W.	0 1 9	0 0 1	0 1 8
6025	Jordan, Moses, Junior,	0 1 1	0 0 1	0 1 0
6295	Robicheaux, Francis	0 1 1	0 0 0	0 1 1
6334	Therrieau, Siffroi	0 0 8	0 0 0	0 0 8
Paid Receiver General,				£12 2 9

ROBERT GOWAN, *Accountant.*

Contingencies in 1848 through the Crown Land Office.—Continued.

SURVEYS OF LAND—Formerly made at the expense of the Crown.

Name.	No. of Acres at 3d.	Amount paid.	Commission to Local Deputy 5 per cent.	Paid Rec. Gen.
Anderson, John	31	£0 7 9	£0 0 4	£0 7 5
Boyd, Thomas R.	70	0 17 6	0 0 10	0 16 8
Campbell, William	100	1 5 0	0 1 3	1 3 9
Curran, Michael	65	0 16 3	0 0 10	0 15 5
Donovan, James	50	0 12 6	0 0 7	0 11 11
Flinn, Laughlin	100	1 5 0	0 1 3	1 3 9
Kelly, Robert	100	1 5 0	0 1 3	1 3 9
Loudon, Isaiah	100	1 5 0	0 1 3	1 3 9
Moody, James	35	0 8 9	0 0 0	0 8 9
Malone, Cornelius	50	0 12 6	0 0 8	0 11 10
M'Bride, Edward	100	1 5 0	0 0 0	1 5 0
O'Brien, Thomas	50	0 12 6	0 0 8	0 11 10
Swift, John	100	1 5 0	0 1 3	1 3 9
Sprague, Asa	50	0 12 6	0 0 8	0 11 10

Paid Receiver General, £11 19 5

ROBERT GOWAN, *Accountant.*

By or for whom paid.	Nature of payment.	Paid Rec. Gen.
Read, Joseph	Lease of Carquet Island,	£0 5 0
Gallan, Thomas, Jr.,	Rent of Mild Meadow,	£2 6 0
Mahood, Deputy	Net Sales of Wild Meadows in Charlotte, 1847,	16 13 2
Do. do.	Do. do. do. 1848,	7 9 10
Carruthers, Deputy	Do. do. Gloucester, "	1 0 0
Peters, Deputy	Do. do. Northumberland, "	0 12 6
Total for Wild Meadows,.....		£28 1 6
Sypher, Henry E.	Mining Lot in Sunbury,	£5 0 0
M'Kenzie, James	Do. Saint John,	35 0 0
Total for Mines,.....		£40 0 0

ROBERT GOWAN, *Accountant.*

THOS. BAILLIE, *Sur. Gen.*

Recapitulation of Receipts in 1848 by the Receiver General, through the Crown Land Office, as Contingencies.

NATURE OF RECEIPT.

Interest on Association Sales,	£6 19 1
Do. Instalments,	12 2 9
Surveys of Land,	11 19 5
Lease of Island,	0 5 0
Wild Meadows,	28 1 6
Mining Lots sold in 1848,	40 0 0
Total,	£99 7 9

ROBERT GOWAN, *Accountant.*

THOS. BAILLIE, *Sur. Gen.*

General Abstract of the foregoing Returns.

NATURE OF RECEIPTS.

Mileage on Timber Berths, January to May,	£13	2	0	
Do. Do. May to December,	1,804	1	0	
Do. Timber Petitions for sale January 1849,	51	10	0	
Do. Mill Reserves,	123	15	0	
				£1,992 8 0
Land sold for payment down, or Instalments,	£2,105	15	1	
Instalments on Land formerly sold,	455	0	6	
				2,560 15 7
Contingent Receipts,				99 7 9
				£4,652 11 4
Over-paid by Deputy Colling,				0 10 0
				£4,653 1 4
Total,				£4,653 1 4

ROBERT GOWAN, *Accountant.*THOS. BAILLIE, *Sur. Gen.**Abstract of Monthly Receipts in 1848.*

January,	£300	8	2	
February,	262	1	2	
March,	245	9	8	
				£807 19 0
April,	£372	18	4	
May,	284	13	5	
June,	946	12	9	
				1,604 4 6
July,	£947	2	10	
August,	303	12	4	
September,	189	4	3	
				1,439 19 5
October, ...	£202	14	5	
November, ...	383	10	1	
December, ...	214	13	11	
				800 18 5
Total,				£4,653 1 4

ROBERT GOWAN, *Accountant.*THOS. BAILLIE, *Sur. Gen.*

PURCHASERS OF CROWN LANDS

In account with the Casual Revenue for Instalments due to 31st Dec., 1848, exclusive of Interest.

NATURE OF DEBT.

Balance due last year, per Return,	£20,161	18	0
Instalments due in 1848, on Sales in 1845,	£1,090	14	1
Do. do. do. 1846,	1,006	12	3
Do. do. do. 1847,	1,051	8	8
Under the Regulations of 11th May, 1843,			
			3,148 14 8
			£23,310 12 8

NATURE OF PAYMENT, &c.

Instalments on Sales anterior to 11th May, 1843, ...	£100	8	8	
Commission to Deputies and Receivers on same, ...	4	4	6	
Offsets allowed in Council, and expenses on same, ...	4	13	6	
				£109 6 8
Instalments on Sales posterior to 11th May, 1843, ...	£354	11	10	
Commission to Deputies on same, ...	15	0	11	
				369 12 9
				£478 19 5
Balance due 31st December, 1848, ...				22,831 13 3
				£23,310 12 8

ROBERT GOWAN, *Accountant.*THOS. BAILLIE, *Sur. Gen.*

PURCHASERS OF CROWN LANDS

On the "Association System," in account with the Casual Revenue for Interest to 31st Dec. 1848.

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Amount due on 31st December, 1847, per Return, ...				£487	4	3
Amount due in 1848, per Return of 1847, ...				163	17	8
Total, ...				£651	1	11

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Amount received in 1848 by the Receiver General, ...	£6	19	1			
Commission to Deputies on same, ...	0	4	11			
Balance due 31st December, 1848, ...				£7	4	0
				643	17	11
Total, ...				£651	1	11

ROBERT GOWAN, *Accountant.*THOS. BAILLIE, *Sur. Gen.*

POST OFFICE RETURNS.

A DETAILED RETURN

Of the Gross and Net Produce of the Post Office Revenue in New Brunswick for the year ended 5th January, 1848.

PACKET POSTAGE.

	Cur. \$ 5s.	Ster. \$ 4s 2d	Ster. \$ 4s 2d
To amount of unpaid Letters from England for Saint John,	£1,334 12 9		
To paid Letters from Saint John for England, £615 7 3½	£615 7 3½		
Deduct amount paid at Out Offices, vouching with Saint John, 76 16 10	538 10 5½		
To amount of unpaid Letters from England for Dorchester and Sackville,	314 0 3½		
To paid Letters from Dorchester and Sackville for England, £111 0 3½	£111 0 3½		
Deduct amount paid at Out Offices, vouching with Dorchester and Sackville, 107 16 11½	3 3 4		
To amount of unpaid Letters from England for Fredericton,	202 4 2		
To paid Letters from Fredericton to England, £199 9 6	£199 9 6		
Deduct amount paid at Out Offices, vouching with Fredericton, 11 3 2	188 6 4		
	£2,680 17 4		
Less 1-6th,	446 16 2½		
		£2,234 1 1½	

INLAND POSTAGE.

To amount of Postage of Towns in New Brunswick accountable to Saint John, viz:—

Andover,	£66 2 9½
Bathurst,	166 3 4½
Bend,	124 1 8
Campbelton,	89 10 6
Chatham,	448 12 7½
Dalhousie,	156 11 1½
Dorchester,	181 5 1½
Fredericton,	1,560 6 5½
Gagetown,	71 19 10½
Grand Falls,	84 17 2½
Harvey, (Albert County,)	27 13 3
Kingston,	23 0 11½
Madawaska,	86 15 9½
Newcastle,	227 7 10½
Richibucto,	229 11 10½
Sackville, (3 months,)	19 1 5½
Shediac,	101 13 11½
Saint Andrews,	362 11 8
Saint George,	133 2 7½
Saint Martin,	27 5 9½
Saint Stephen,	199 0 11½
Sussex Vale,	84 17 8½
Woodstock,	358 5 8½

Deduct amount of United States Postage included in the above,	£4,830 0 4½	
	724 16 0	
	£4,105 4 4½	
Less 1-6th,	684 4 1	

*Amount of Commission charged against the American Government on the collection of United States Postage,	£183 9 1½	
Less 1-6th,	30 11 6	
	152 17 7½	3,421 0 3½
Carried forward,	£5,807 19 0½	

*Memo. of the amount of United States Postage included in the item Postage of Towns in New Brunswick, for Quarter ended 5th January, 1848, £148 16 2 Currency.

		Cur. \$ 5s.	Ster. \$ 4s. 2d.	Ster. \$ 4s. 2d.
<i>Brought forward,</i>			£5,807	19 0½
*Amount of unpaid Letters Inwards and paid Letters Outwards at the General Post Office, Saint John, viz:—				
Amherst,		£11	17	2
Annapolis,		20	17	8½
Bend of Petitcodiac,		32	17	11
Chatham,		71	17	0½
Digby,		41	10	0
Dorchester,		92	6	4
Fredericton,		198	13	3½
Gagetown,		8	15	5
Halifax,		334	3	8½
Kingston,		2	2	8½
Newcastle,		10	15	4
Pictou,		29	2	1½
Richibucto,		22	9	8½
Sackville, (3 months),		10	2	4
Shediac,		24	2	2½
Saint Andrews,		1,331	7	7
Saint George,		15	12	7½
Saint Martins,		2	3	2
Sussex Vale,		14	19	4½
Windsor,		9	14	9
Woodstock,		199	17	2
		£2,485	7	8
Less 1-6th,		414	4	8
			2,071	3 0
Amount of Surcharges established against Deputies,		£25	4	1
Less 1-6th,		4	4	0
			21	0 1
Amount of Way Letter Postage at the General Post Office, Saint John, and Offices in the interior,		£132	11	3½
Less 1-6th,		22	1	10½
			110	9 5
Amount received for Ship Letters by Saint John and Deputies,		£26	14	4½
Less 1-6th,		4	9	0½
			22	5 4
Amount of Letters returned from Offices in the interior and delivered at Saint John,		£3	2	4
Less 1-6th,		0	10	4½
			2	11 11½
Amount received from Halifax, being the Nova Scotia proportion of United States Postage remitted to Washington,		£116	6	10
Less 1-6th,		19	7	9½
			96	19 0½
Amount of Fees collected on Letters addressed to other Towns and delivered in Saint John,		£1	15	0
Less 1-6th,		0	5	10
			1	9 2
Amount of Fees collected from Merchants' Private Boxes,		£12	13	4
Less 1-6th,		2	2	3
			10	11 1
Amount of Fees collected on late Letters, by Deputies, viz:—				
Chatham,		£2	6	8
Fredericton,		5	7	11
Saint Andrews,		0	3	6
Woodstock,		0	7	6
		£8	5	7
Less 1-6th,		1	7	7
			6	18 0
Error in Commission on United States Postage, Quarter to 5th October, 1847,		£0	0	5½
Less 1-6th,		0	0	1
			0	0 4½
Over-credit to Saint Andrews for Dead Letters, Quarter to 5th October, 1843,		£21	12	0
Less 1-6th,		3	12	0
			18	0 0
Over-credits on United States Dead Letters from 5th January, 1844, to 5th October, 1847,		£234	2	8
Less 1-6th,		39	0	5½
			195	2 2½
<i>Carried forward,</i>			£8,364	5 8½

*Memo. of the amount of Commission charged against the American Government on the collection of United States Postage Quarter ended 5th January, 1848, £39 7 1½.

NOTE.—On and from 6th October, 1847, the United States Postage Accounts were introduced into the Accounts of this Department with the General Post Office, London, upon a new Plan, by Order of the Commissioners for Auditing the Public Accounts.

	Cur. \$ 5r.	Ster. \$ 4s. 2d.	Ster. \$ 4s. 2d.
<i>Brought forward,</i> .. .. .	.. .. .	.. .. .	£8,364 8 5½
<i>Deduct Postage of refused, re-directed and mis-sent Letters from the General Post Office, Saint John, and Offices in the interior:—</i>			
Amount of Dead Letters, overcharged Covers and Receipts claimed in Dead Letter Forms, No. 4, by Saint John and Deputies, ..	£453 8 6½		
Less 1-6th,	75 11 5		
			£377 17 1½
<i>Account of re-directed and mis-sent Letters at the General Post Office, Saint John, to Offices in the interior, viz:—</i>			
Amherst,	£1 9 2½		
Annapolis,	0 6 1		
Bend of Petitcodiac,	2 19 6		
Chatham,	4 10 5½		
Dorchester,	2 11 10		
Digby,	1 1 5½		
Fredericton,	23 6 4½		
Gagetown,	13 15 7		
Halifax,	8 15 4½		
Kingston,	2 11 6½		
Newcastle,	0 14 8		
Pictou,	0 15 9½		
Richibucto,	0 14 7		
Sackville, (3 months,)	0 0 0		
Shediac,	1 13 7		
Saint Andrews,	153 9 1½		
Saint George,	23 5 1½		
Saint Martins,	8 8 2		
Sussex Vale,	6 4 8		
Windsor,	0 4 4½		
Woodstock,	11 7 10		
	£268 5 4		
Less 1-6th,	44 14 2½		
			223 11 1½
<i>Amount of Forward, &c. Letters credited to the several Deputies in New Brunswick, viz:—</i>			
Andover,	£1 13 7		
Bathurst,	5 4 11		
Bend of Petitcodiac,	4 9 11½		
Campbelton,	8 8 3½		
Chatham,	97 9 5		
Dalhousie,	26 13 1½		
Dorchester,	298 13 5		
Fredericton,	41 12 7		
Gagetown,	1 4 4½		
Grand Falls,	4 14 7		
Harvey, (A. C.)	0 3 8		
Kingston,	0 0 11½		
Madawaska,	3 15 5		
Newcastle,	5 1 11½		
Richibucto,	3 2 9		
Sackville, (3 months,)	22 4 7½		
Shediac,	2 1 10½		
Saint Andrews,	7 17 7		
Saint George,	0 16 9½		
Saint Martins,	0 4 4½		
Saint Stephen,	0 8 2		
Sussex Vale,	1 3 5		
Woodstock,	5 14 3		
	£543 0 1		
Less 1-6th,	90 10 0		
			452 10 1—
			1,053 18 4
			£7,310 10 4½
Deduct British Packet Postage,	£2,397 5 3		
Less—Colonial Postage included in the above, 1-7th, ..	342 9 4—		
			2,054 15 11
			£5,255 14 5½
Provincial Revenue, .. .. .	.. .. .	.. .. .	5,129 18 1
“ Expenditure, .. .. .	.. .. .	.. .. .
			£125 16 4½
Surplus, .. .. .	.. .. .	.. .. .

A DETAILED RETURN

Of the Charges of Management of the Post Office Revenue of New Brunswick for the year ended 5th January, 1848.

SALARIES AND ALLOWANCES.

			Cur. \$ 5s.	Ster. \$ 4s. 2d.	Ster. \$ 4s. 2d.
John Howe, Deputy Postmaster General,	..	..	..	..	..
W. W. Barnard, Surveyor,	..	..	..	..	..
J. M. Hopley,	..	..	..	..	..
W. D. French,	} Clerks,	..	..	..	..
V. B. Hutchison,		..	..	..	..
			£1,116 0 0		
Less 1-6th,	..	..	..	..	..
			186 0 0		
				£930 0 0	

Salaries and Allowances to Deputy Postmasters, Assistants, &c., viz:—

Andover,	..	..	..	..	..	£12 11 5½
Bathurst,	..	..	..	..	..	30 5 10
Bend,	..	..	..	..	..	53 11 1
Campbelton,	..	..	..	..	..	15 0 4
Chatham,	..	..	..	..	..	100 0 0
Dalhousie,	..	..	..	..	..	26 7 2½
Dorchester,	..	..	..	..	..	86 17 10½
Fredericton,	..	..	..	..	..	240 0 0
Gagetown,	..	..	..	..	..	14 9 2½
Grand Falls,	..	..	..	..	..	15 19 2½
Harvey, (A. C.),	..	..	..	..	..	5 19 5½
Kingston,	..	..	..	..	..	4 6 2½
Madawaska,	..	..	..	..	..	16 13 3½
Newcastle,	..	..	..	..	..	43 11 0
Richibucto,	..	..	..	..	..	45 4 3
Sackville,	..	..	..	..	..	11 9 7
Shediac,	..	..	..	..	..	19 10 5½
Saint Andrews,	..	..	..	..	..	48 0 0
Saint George,	..	..	..	..	..	26 4 3
Saint Martins,	..	..	..	..	..	5 2 9
Saint Stephen,	..	..	..	..	..	37 16 7
Sussex Vale,	..	..	..	..	..	16 19 9
Woodstock,	..	..	..	..	..	40 0 0
Assistant at Fredericton,	..	..	..	..	..	100 0 0
			£985 19 9½			
Less 1-6th,	..	..	..	..	..
			164 6 7½			

£930 0 0

821 13 2

Travelling Allowances—Allowance to W. W. Barnard, Surveyor, .. £553 16 9½
Do. J. Howe, D. P. M. General, .. 2 10 0

Less 1-6th, £556 6 9½
92 14 5½

463 12 4

Conveyance of Mails, Transit Postage, and payment for Ship Letters, sums paid for Riding Work, &c., Foot Messengers, Couriers, &c.

	Distance in Miles, double trip.	How often performed per week.	
Dalhousie and Campbelton,	32	Once,	£25 0 0
Chatham and Fredericton,	210	Once,	168 5 4½
Fredericton and Grand Falls,	276	Twice,	468 0 0
Gagetown and Nerepis,	44	Twice,	35 0 0
Harvey, (A. C.) and Salisbury,	100	Once,	40 0 0
Newcastle and Dalhousie,	218	Once,	210 0 0
Do. and Petitcodiac,	190	Twice,	224 0 0
Saint Andrews and Robbinston,	7	Seven,	45 0 0
Do. and Saint Stephen,	44	Once,	32 5 0
Saint John and Amherst,	298	Twice,	591 15 4
Do. and Fredericton, (via Nerepis),	128	Once,	121 10 0
Do. do. during Winter,	170	Twice,	101 15 0
Do. and Kingston,	40	Once,	20 9 9½
Do. and Saint Andrews,	134	Three,	283 1 7½
Do. and Indian Town,	5	Six,	20 0 0
Woodstock and Fredericton,	128	Three,	62 9 9
Do. and Haulton, (Me.)	28	Four,	42 0 0
Do. and Grand Falls,	148	Twice,	125 0 0
Saint John and Fredericton Express Service, in consequence of Steamer being laid up,	..	..	8 0 0
Making and repairing Mail Bags, Saint John,	..	..	5 10 9

Less 1-6th, £2,629 2 7½
438 3 10— 2,190 18 9½

Carried forward, £4,406 4 3½

	Brought forward,	Cur. \$ 5s.	Ster. \$ 4s. 2d.	Ster. \$ 4s. 2d.
<i>Ship Letter Gratuities, viz:—</i>				
Saint John,	£16 15 0		
Chatham,	0 1 0½		
Richibucto,	0 0 2½		
Shediac,	1 10 10		
Saint Andrews,	4 5 10½		
Saint Stephen,	0 3 4		
		<u>£22 16 3½</u>		
Less 1-6th,	3 16 0½		19 0 3
<i>Tradesmens' Bills,</i>				
John Rankin, furnishing Newspaper Boxes for use of the General Post Office,				
	£3 5 0		
Less 1-6th,	0 10 10		2 14 2
<i>Rents and Taxes,</i>				
Rent of Premises occupied as the General Post Office, Saint John,				
	£75 0 0		
Less 1-6th,	12 10 0		62 10 0
<i>Law Expenses,</i>				
Expenses of Messrs. Phair and Bradley in attending the Gagetown Sessions as Witnesses in the case of the Queen, vs. Patrick O'Brien,				
	£6 2 10		
Expenses and allowance to Jas. Stockford, for the capture of John Cunningham, Jun., for Post Office Robbery,				
	65 3 4½		
Expenses of Jas. Milne in attending at the examination of Cunningham at Newcastle,				
	4 6 10½		
		<u>£75 13 1</u>		
Less 1-6th,	12 12 2		63 0 11
<i>Allowance for Stationery, and sums paid for Printing and Advertising,</i>				
<i>Stationery, viz:—</i>				
Saint John,	£4 0 10		
Campbellton,	1 5 0		
Grand Falls,	2 0 0		
Woodstock,	4 0 0		
		<u>£11 0 10</u>		
Less 1-6th,	1 16 9½		9 4 0½
<i>Printing and Advertising,</i>				
Saint John,	£103 4 8		
Chatham,	5 15 0		
Fredericton,	21 9 3		
Newcastle	3 18 0		
Saint Andrews,	11 8 5		
Woodstock,	2 3 1		
		<u>£147 18 5</u>		
Less 1-6th,	24 13 0½		123 5 4½
<i>Coal, Oil, &c.</i>				
Saint John, allowance for Fuel for the General Post Office,				
Do. Gas consumed and fittings for ditto,	£15 0 0		
	11 19 1½		
		<u>£26 19 1½</u>		
Less 1-6th,	4 9 10½		22 9 3
Freight paid on Stores from wreck of "Margaret June,"				
Do. on do. from Halifax,	£1 0 0		
	0 10 0		
		<u>£1 10 0</u>		
Less 1-6th,	0 5 0		1 5 0
<i>Miscellaneous Expenses,</i>				
Paid premium on American Gold paid into Military Chest at this Station, \$4800 @ 1½ per cent.,				
	£18 0 0		
Do. do. \$2400 @ 1½ per cent.,	9 0 0		
Paid for scrubbing, &c., at General Post Office,				
	1 11 3		
Petty expenses incurred by D. P. M. General,				
	3 2 1		
		<u>£31 13 4</u>		
Less 1-6th,	5 5 7½		26 7 9
<i>Carried forward,</i>				
	£4,736 1 0½		

	Cur. \$ 5s.	Ster. \$ 4s. 2d.	Ster. \$ 4s. 2d.
<i>Brought forward, .. .. .</i>	.. .. .	£4,736 1 0½	
<i>Allowances for Offices abolished, and compensation for loss of Commission on the Collection of United States Postage, also compensation to Postmasters and Way Office Keepers for loss of Franking Privilege.</i>			
Compensation for loss of Commission on the Collection of United States Postage, viz:—			
Saint Andrews,	£288 0 0		
Woodstock,	60 0 0		
	£348 0 0		
Less 1-6th,	58 0 0		
		290 0 0	
Compensation for loss of Franking Privilege, viz:—			
Bend of Petitcodiac,	£0 6 6½		
Dorchester,	8 16 1		
Gagetown,	5 0 0		
Grand Falls,	3 0 0		
Newcastle,	5 0 0		
Saint Andrews,	10 0 0		
Saint Martins,	2 0 0		
Saint Stephen,	2 0 0		
Woodstock,	10 0 0		
Blackville,	2 0 0		
Blissville,	2 0 0		
Boistown,	2 0 0		
Buctouche,	2 0 0		
Cocaigne,	2 0 0		
Sackville,	1 15 2½		
	£57 17 10		
Less 1-6th,	9 12 11½		
		48 4 10½	
Balance due American Government on Collection of United States Postage, Quarter ended 5th January, 1848,			
	£55 9 7		
Less 1-6th,	9 4 11		
		46 4 8	
Cash paid Courier Curtain on account of do.,			
	£11 5 0		
Less 1-6th,	1 17 6		
		9 7 6—	£5,129 18 1

NOTE.—On and from the 6th October, 1847, the United States Postage Accounts were introduced into the Accounts of this Department with the General Post Office, London, upon a new plan, by Order of the Commissioners for Auditing Public Accounts.

DETAILED ACCOUNT

Of the Expenditure of the several sums granted by the Provincial Legislature for the support of certain Mail Routes.

DR. JOHN HOWE, ESQUIRE, DEPUTY POSTMASTER GENERAL.

	Cur. \$ 5s.	Cur. \$ 5s.
To balance of Legislative Grants (Session 1846) unexpended on 5th January, 1847, ..		£213 13 6
To Grants for the support of the following Rides, viz:—		
Bathurst and Pokemouche,	£30 0 0	
Fredericton and Finger Board,	60 0 0	
Do. and Stanley,	25 0 0	
Gagetown and Salmon River,	25 0 0	
Hampton and Upham, (Kings' County,)	20 0 0	
Madawaska and Saint Francis,	40 0 0	
Miramichi and Dalhousie,	100 0 0	
Do. and Pokemouche,	40 0 0	
Mouth of Nerepis and Head of Long Reach,	30 0 0	
Nerepis and Gagetown,	10 0 0	
Sackville and Cape Tormentine,	30 0 0	
Do. and North Joggins,	10 0 0	
Saint Andrews and Saint Stephen,	15 0 0	
Saint John and Saint Martins,	30 0 0	
Do. and Ten Mile Creek,	25 0 0	
Do. and Tynemouth Road,	10 0 0	
Sussex Vale and Long Reach,	15 0 0	
Expressing English Mails from Halifax to Saint John,	200 0 0	
	£715 0 0	
Less—Amount of unexpended Grant (Session 1845) for Ride between Newcastle and Petitcodiac, which was put on the Home Establishment,	8 5 9	
		706 14 3
		£920 7 9

CR-	Distance double miles.	How often performed.	Cur. \$ 5s.	Cur. \$ 5s.
By amount paid for the following Services, viz :—				
Bathurst and Pokemouche,	120	once per fortnight,	£30 0 0	
Chatham and Pokemouche,	120	do.	35 0 0	
Fredericton and Finger Board,	120	once per week,	76 1 8½	
Do. and Stanley,	50	do.	10 19 10½	
Gagetown and Golding's, (Winter Season,)			10 0 0	
Do. and Grand Lake,	70	once per fortnight,	25 0 0	
Do. and Nerepis, (thro' Jerusalem Settlement,)	40	once per week,	3 8 7½	
Hampton and Upham,	25	do.	11 8 6	
Madawaska and Saint Francis,	72	do.	40 0 0	
Mouth of Nerepis and Head of Long Reach,	46	do.	30 0 0	
Newcastle and Dalhousie,	218	do.	100 0 0	
Sackville and Cape Tormentine,	66	do.	35 8 9	
Do. North Joggins,	30	do.	6 15 1	
Newcastle and Petitcodiac, (under-calculated to Quarter to 5th October, 1845,)		do.	0 10 0	
Saint Andrews and Saint Stephen,	44	do.	14 19 10	
Sussex Vale and Long Reach,	50	once per fortnight,	15 0 0	
Saint John and Saint Martins,	64	once per week,	30 0 0	
Do. and Ten Mile Creek,	54	do.	25 0 0	
Do. and Tynemouth Road,	60	do.	5 19 2	
			£505 11 6½	
Expressing English Mails, viz :—				
Saint John and Halifax,	.. .. .	.. .. .	£184 0 0	
Do. and Fredericton, (via the River,)	.. .. .	.. .. .	3 15 0	
Fredericton, (via the Nerepis,)	.. .. .	.. .. .	12 0 0	
			199 15 0	
By balance in hands of Deputy Postmaster General, (being for services not yet completed,) on 5th January, 1848,				
			£215 1 2½	
			£920 7 9	

	Cur. \$ 5s.	Ster. \$ 4s. 2d.
Amount of Postage collected at the several Post Offices in New Brunswick during the year, to 5th January, 1848, (for particulars see preceding detailed Return,) British Packet Postage included,	£9,459 1 5½	£7,882 11 2½
NOTE.—From this amount is to be deducted £1,264 13 11¼ Cur., amount of Dead Letters.		
Amount of Salary paid to the respective Postmasters and Clerks connected with the Post Office, during the year to 5th January, 1848, (for particulars see preceding detailed Return,)	£1,921 19 9½	£1,601 13 2
Amount paid to the Surveyor of the Post Office for Salary, Travelling Expenses, and other Contingencies of his Office, during the year to 5th January, 1848, (for particulars see preceding detailed Return,)	£180 0 0	£150 0 0
Travelling Expenses,	553 16 9½	461 10 8
		£733 16 9½
£611 10 8		
Annual sum paid to each of the Contractors for carrying the regular Mails, and the number of times such Mails are transmitted weekly.		
For these particulars see the preceding detailed Return. The total amount paid during the year, to 5th January, 1848, was	£2,629 2 7½	£2,190 18 9½

Statement of the times at which the Mails are due, and closed, at the respective Post Offices.

MAILS DUE.		HOUR OF CLOSING.	
ANDOVER.			
Grand Falls and Madawaska, &c., on Mondays and Thursdays at	9 0 P. M.	Grand Falls, Madawaska, &c., on Mondays and Wednesdays,	on arrival of Woodstock Courier.
Woodstock, on Sundays and Wednesdays at	3 0 P. M.	Woodstock, Mondays and Thursdays,	on arrival of Grand Falls Courier.
BATHURST.			
Dalhousie, Campbelton, &c., on Tuesdays and Fridays at	7 0 A. M.	Dalhousie, Campbelton, &c., Tuesdays and Saturdays	on arrival of Chatham Courier.
Chatham, &c., Tuesdays and Saturdays at	5 20 A. M.	Chatham, &c., Tuesdays and Fridays,	on arrival of Dalhousie Courier.
Pokemouche, &c., alternate Tuesdays at	12 0 noon.	Pokemouche, &c., alternate Tuesdays at	2 0 P. M.

MAILS DUE.		CAMPBELTON.		HOUR OF CLOSING.	
Dalhousie, &c., on Wednesdays and Sundays at	10 40 A. M.	Dalhousie, &c., on Sundays and Thursdays at	3 0 P. M.		
Canada, Sundays at	10 40 A. M.	Canada, Sundays at	3 0 P. M.		
CHATHAM.					
Southern Mail from Richibucto, &c., Mondays and Fridays at	0 45 P. M.	Southern Mail for Richibucto, on Wednesdays and Saturdays at	7 0 A. M.		
Northern Mail from Bathurst, &c., Tuesdays and Fridays at	4 35 P. M.	Northern Mail for Bathurst, &c., on Mondays and Fridays at	7 0 P. M.		
Fredericton, Newcastle, &c., on Saturdays at	8 0 A. M.	Fredericton, Newcastle, &c., on Mondays at	8 0 A. M.		
Newcastle, Mondays and Fridays at	7 0 P. M.	Newcastle, Mondays and Fridays at	0 45 P. M.		
Do. Wednesdays and Saturdays at	7 0 A. M.	Do., Tuesdays and Fridays at	4 35 P. M.		
Pokemouche, &c., on Mondays fortnightly at	7 0 A. M.	Pokemouche, &c., Mondays fortnightly at	2 0 P. M.		
DALHOUSIE.					
Bathurst, &c., Tuesdays and Saturdays at	4 35 P. M.	Bathurst, &c., Mondays and Thursdays at	7 0 P. M.		
Campbelton, Sundays and Thursdays at	5 40 P. M.	Campbelton, Wednesdays and Sundays at	7 0 A. M.		
Canada Eastern Mail on Tuesdays at	7 0 A. M.	Canada Western Mail on Sundays at	9 0 A. M.		
Canada Western Mail on Tuesdays at	5 40 P. M.	Canada Eastern Mail Sundays at	5 40 P. M.		
DORCHESTER.					
Saint John Northern Mail, &c., Sundays and Thursdays at	10 40 A. M.	Saint John, &c., on Sundays and Thursdays	} on arrival of Halifax Courier.		
Halifax, &c., Sundays and Thursdays at	4 0 P. M.	Halifax, &c., do. do.		} on arrival of Saint John Courier.	
FREDERICTON.					
Saint John, &c., Mondays, Wednesdays and Fridays at	6 0 P. M.	Saint John, &c., Tuesdays, Thursdays and Saturdays at	7 30 A. M.		
And on Saturdays at	9 0 A. M.	And Fridays at	3 0 P. M.		
Woodstock, &c., on Tuesdays and Fridays at	10 0 A. M.	Woodstock, &c., Tuesdays, Thursdays and Saturdays at	9 30 A. M.		
And Wednesdays at	5 0 P. M.				
Nova Scotia, &c., (via Finger Board,) Mondays at	6 0 P. M.	Nova Scotia, &c., (via Finger Board,) Tuesdays at	3 30 P. M.		
Chatham, Newcastle, &c., Tuesdays at	9 0 A. M.	Chatham, Newcastle, &c., Fridays at	10 30 A. M.		
Stanley, on Tuesdays at	3 0 P. M.	Stanley, on Wednesdays at	12 noon.		
GAGETOWN.					
Saint John, Fredericton, &c., on Tuesdays at	7 0 P. M.	Saint John, Fredericton, &c., on Wednesdays at	3 0 P. M.		
And Saturdays at	10 0 A. M.	And Saturdays at	8 0 P. M.		
Grand Lake, alternate Fridays, (hour uncertain,) at	0 0 —	Grand Lake, alternate Tuesdays at	7 0 P. M.		
GRAND FALLS.					
Woodstock and Canada, Wednesdays and Saturdays at	8 0 P. M.	Canada, Madawaska, &c., Wednesdays and Sundays at	9 0 P. M.		
		Woodstock, &c., Mondays and Thursdays at	4 0 A. M.		
HARVEY.					
Saint John, Petitcodiac, &c., Mondays at	5 0 P. M.	Saint John, Petitcodiac, &c., Saturdays at	7 30 A. M.		
KINGSTON.					
Saint John, &c., Thursdays at	5 0 P. M.	Saint John, &c., Wednesdays at	8 30 A. M.		
LITTLE FALLS.					
Canada, &c., Sundays and Wednesdays at	2 0 P. M.				
Woodstock and Grand Falls, Mondays and Thursdays,	3 0 A. M.	Canada, Mondays and Thursdays	} on arrival of Grand Falls Courier.		
Saint Francis Courier, Tuesdays, (hour uncertain) at	0 0 —	Woodstock, Sundays and Wednesdays		} on arrival of Canada Courier.	
		Mail by Saint Francis Courier, Mondays at	8 0 A. M.		
NEWCASTLE.					
Chatham, Mondays at	10 50 A. M.	Chatham on Saturdays at	6 40 A. M.		
Chatham and the South on Mondays and Fridays at	3 5 P. M.	Chatham and the North on Mondays and Fridays at	5 10 P. M.		
Chatham and the North on Tuesdays and Fridays at	6 55 P. M.	Chatham and the South on Wednesdays and Saturdays at	5 10 P. M.		
Fredericton, &c., Saturdays,	6 40 A. M.	Fredericton, &c., Mondays at	10 30 A. M.		
PETITCODIAC.					
Saint John, &c., Sundays and Thursdays at	6 35 A. M.	Saint John and Northern Mails on Sundays and Thursdays at	8 40 P. M.		
Nova Scotia and Dorchester, Sundays and Thursdays at	8 40 P. M.	Nova Scotia and Dorchester on Sundays and Thursdays at	6 35 A. M.		
Northern Mails Saturday at	12 midnight				

MAILS DUE.		HOUR OF CLOSING.	
RICHIBUCTO.			
Chatham, &c., Wednesdays and Saturdays at	2 40 P. M.	Chatham, &c., Mondays and Fridays at	5 30 A. M.
Peticodiac, &c., Mondays and Fridays at	5 30 A. M.	Peticodiac, &c., Wednesdays and Saturdays at	9 5 P. M.
SACKVILLE.			
Saint John Northern Mails, &c., Sundays and Thursdays at	0 15 P. M.	Saint John Northern Mails, &c., Sundays and Thursdays at	} on arrival of Halifax Courier.
Halifax, &c., at	1 50 P. M.		
Cape Tormentine, Thursdays,	11 0 A. M.	Halifax, &c., Sundays and Thursdays at	} on arrival of Saint John Courier.
North Joggins, Fridays at	10 0 A. M.	North Joggins on Fridays at	
		Cape Tormentine, Thursdays,	} on arrival of Halifax Courier.
SHEDIAC.			
Chatham, &c., Wednesdays and Saturdays at	9 5 P. M.	Chatham, &c., Sundays and Thursdays at	11 25 P. M.
Peticodiac, &c., Sundays and Thursdays at	11 25 P. M.	Peticodiac, &c., Wednesdays and Saturdays at	9 5 P. M.
SAINT ANDREWS.			
Saint John, &c., on Tuesdays, Thursdays and Saturdays at	5 30 P. M.	Saint John, &c., Mondays, Wednesdays and Fridays at	5 30 A. M.
United States, Daily, at	5 0 A. M.	United States, Daily, at	8 0 P. M.
Saint Stephen, Tuesdays and Thursdays at	2 0 P. M.	Saint Stephen, Mondays and Wednesdays at	5 30 A. M.
Grand Manan and Campo Bello, by Packet, Saturdays at	12 0 M.	Grand Manan and Campo Bello, Tuesdays at	12 0 M.
SAINT GEORGE.			
Saint John, &c., Tuesdays, Thursdays and Saturdays at	2 25 P. M.	Saint Andrews, Tuesdays, Thursdays and Saturdays at	} on arrival of Saint John Courier.
Saint Andrews, on Mondays, Wednesdays and Fridays at	9 40 A. M.	Saint John on Mondays, Wednesdays and Fridays at	
SAINT JOHN.			
Nova Scotia, Peticodiac and Northern Mails on Mondays and Fridays at	2 40 P. M.	Nova Scotia, Peticodiac and Northern Mails on Wednesdays and Saturdays at	3 0 P. M.
Saint Andrews and United States on Mondays, Wednesdays and Fridays at	5 0 P. M.	Saint Andrews and United States, Tuesdays, Thursdays and Saturdays at	7 30 A. M.
Fredericton, &c., on Thursdays and Saturdays at	6 0 P. M.	Fredericton, &c., Mondays, Wednesdays and Fridays at	7 30 A. M.
And Saturdays at	8 0 P. M.	And Fridays at	3 0 P. M.
Black River, Mondays at	4 0 P. M.	Black River, &c., Tuesdays at	10 0 A. M.
Digby, &c., Tuesdays, (by Steamer,) uncertain,	0 0 —	Digby, &c., Saturdays at	11 0 A. M.
Kingston, Wednesdays at	1 0 P. M.	Kingston, Thursdays at	0 30 P. M.
Saint Martins, Wednesdays at	2 0 P. M.	Saint Martins, Thursday at	9 30 A. M.
SAINT MARTINS.			
Saint John, &c., Thursdays at	4 30 P. M.	Saint John, &c., Wednesdays at	7 0 A. M.
SAINT STEPHEN.			
Saint Andrews, &c., Mondays & Wednesdays at	9 40 A. M.	Saint Andrews, &c., Tuesdays and Thursdays at	10 0 A. M.
SUSSEX VALE.			
Saint John, &c., Wednesdays and Saturdays at	11 20 P. M.	Saint John, &c., on Mondays and Fridays at	4 20 A. M.
Nova Scotia, &c., and Northern Mails, on Mondays and Fridays at	4 20 A. M.	Nova Scotia and Northern Mails on Wednesdays and Saturdays at	11 10 P. M.
Long Creek Courier on Friday at	8 0 A. M.	Long Creek Courier on Fridays at	12 noon.
WOODSTOCK.			
Fredericton, &c., Tuesdays, Thursdays and Saturdays at	8 30 P. M.	Fredericton, &c., Mondays and Thursdays at	9 15 P. M.
Canada, Madawaska, &c., on Mondays and Thursdays at	8 0 P. M.	And Wednesdays at	6 15 A. M.
Houlton, &c., Tuesdays, Thursdays and Saturdays at	5 30 P. M.	Canada, Madawaska, &c., on Tuesdays and Saturdays at	9 15 P. M.
		Houlton, &c., Mondays, Wednesdays and Fridays at	4 30 A. M.

Statement of "what new Lines if any, were applied for or established, or any Lines that may have been discontinued," during the year ended 5th January, 1848.

No new Lines have been put upon the Post Office Establishment during the past year. The extension of the Ride between Saint Andrews and Saint Stephen, to Mill Town and Upper Mills, as a Daily Line, with other changes, was recommended to my Lord the Postmaster General, but the measure was not sanctioned, on account of the increased expense, which would have exceeded £125.

The following alterations have taken place in existing Lines, viz :—

Chatham and Fredericton—New Contract on and from 25th January, 1827, at an increase of £19 19s.
Fredericton and Grand Falls—New Contract on and from 6th April, 1847, at a decrease of £125 19s.
Saint John and Amherst—New Contract on and from 6th July, 1847, at a decrease of £453 10 8.
Saint John and Saint Andrews—New Contract on and from 6th October, 1847, for a Tri-weekly instead of a Daily communication, at a decrease of £90—the late Contractor having resigned, and the Tenders for the Daily Service being so high, that the sanction of my Lord the Postmaster General for the continuance of the Daily Service could not be procured.
Saint John and Kingston—New Contract on and from 26th November, 1847, at an increase of £4.

Statement of what amount of the aggregate Postages fall under the head of British, American, and Colonial, respectively.

Of the gross amount of Postage collected,	.. .. .	£7,882 11 2½
The British Packet Postage amounts to	.. .. .	£2,054 15 11
And the Colonial Postage to	.. .. .	5,827 15 3½
		<u>7,882 11 2½</u>
In addition to the above, an amount of	.. .. .	£604 0 0
United States Postage for 3 Quarters to 5th October, 1847, is collected and accounted for separately, to the General Post Office, Washington.		

J. HOWE, Deputy Postmaster General.

A DETAILED RETURN

Of the Gross and Net Produce of the Post Office Revenue in New Brunswick for the year ended 5th January, 1849.

PACKET POSTAGE.

	Cur. \$ 5s.	Ster. \$ 4s 2d	Ster. \$ 4s 2d
Amount of unpaid Postage from England for Saint John,	£1,445 2 10½		
Paid Postage from Saint John for England,	£516 13 8		
Deduct amount paid at Out Offices, vouching with Saint John,	61 8 6		
	<u>455 5 2</u>		
Amount of unpaid Postage from England for Fredericton,	225 1 0½		
Paid Postage from Fredericton for England,	£195 11 2		
Deduct amount paid at Out Offices, vouching with Fredericton,	5 8 7		
	<u>190 2 7</u>		
Amount of unpaid Letters from England for Sackville, ..	297 9 4½		
Paid Letters from Sackville for England,	£119 3 0		
Deduct amount paid at Out Offices, vouching with Sackville,	112 19 7		
	<u>6 3 5</u>		
	£2,619 4 5½		
Less 1-6th,	436 10 8½		
	<u>£2,182 13 9</u>		

INLAND POSTAGE.

Amount of Postage of Towns in New Brunswick accountable to Saint John, viz :—

Andover,	£47 2 1½
Bathurst,	178 18 4½
Bend of Petitcodiac,	126 0 5½
Campbelton,	87 8 7
Chatham,	476 2 6½
Dalhousie,	163 11 8
Dorchester,	103 5 7½
Fredericton,	1,488 4 0
Gagetown,	73 2 4
Grand Falls,	65 5 0½
Hampton,	22 2 9
Harvey, (Albert County,)	23 16 9½
Kingston,	21 14 3
Little Falls,	57 4 3
Mill Town,	3 17 6
Newcastle,	215 11 1
Oromocto,	6 0 3
Richibucto,	257 8 6
Sackville,	144 18 10
Shediac,	97 12 9½

Carried forward, £3,659 7 9 £2,182 13 4

	Car. \$ 5s.	Ster. \$ 4s. 2d.	Ster. \$ 4s. 2d.
<i>Brought forward,</i>	£3,659 7 9	£2,182 13 8	
Saint Andrews,	310 10 6		
Saint George,	121 1 6½		
Saint Martins,	30 11 5		
Saint Stephen,	218 9 11		
Sussex Vale,	97 13 7½		
Woodstock,	293 4 10		
	£4,730 19 7		
Less 1-6th,	788 9 10½		
		3,942 9 8½	

Amount of unpaid Letters Inwards and paid Letters Outwards at the General Post Office, Saint John, viz :—

Amherst,	£8 8 6½		
Annapolis,	21 5 11		
Bend of Petitediac,	41 12 8		
Chatham,	79 14 9½		
Digby,	35 18 8½		
Dorchester,	25 16 5		
Fredericton,	249 3 9½		
Gagetown,	9 16 6½		
Halifax,	355 4 8		
Hampton,	4 0 5½		
Kingston,	3 10 10½		
Newcastle,	11 2 2		
Oromocto,	1 9 3		
Pictou,	25 11 5		
Richibucto,	21 14 2		
Sackville,	72 1 6		
Shediac,	24 1 7		
Saint Andrews,	924 14 8½		
Saint George,	12 15 10		
Saint Martins,	1 18 2		
Sussex Vale,	15 0 4½		
Windsor,	8 1 7½		
Woodstock,	224 5 10½		
	£2,177 5 0½		
Less 1-6th,	362 17 6		
		1,814 7 6½	

Amount of Way Letter Postage and undercharges at the General Post Office, Saint John, and Offices in the interior,

.. .. .	£155 4 7½		
Less 1-6th,	25 17 5		
		129 7 2½	

Amount of sums received for Ship Letters by Saint John and Deputies,

.. .. .	£53 18 4½		
Less 1-6th,	8 19 9		
		44 18 7½	

Amount of Letters returned from Offices in the interior and delivered at Saint John,

.. .. .	£4 4 8½		
Less 1-6th,	0 14 1½		
		3 10 7	

Amount of Fees collected on Letters addressed to other Towns and delivered at Saint John,

.. .. .	£0 7 6		
Less 1-6th,	0 1 3		
		0 6 3	

Amount of Fees collected from Merchants' Private Boxes,

.. .. .	£10 10 10		
Less 1-6th,	1 15 2		
		8 15 8	

Amount of Fees collected on late Letters, by the following Deputies, viz :—

Chatham,	£2 5 0		
Fredericton,	4 1 5		
Saint Andrews,	0 1 0		
Woodstock,	0 15 2		
	£7 2 7		
Less 1-6th,	1 3 9		
		5 18 10	

Error in Cameron's Bill for Printing, Quarter to 5th January, 1846,

.. .. .	£0 2 0		
Less 1-6th,	0 0 4		
		0 1 8	

Amount of Drafts on Thomas A. Stayner, Esquire, Montreal, to defray the expenses of the Express Canada Mails, from and to England,

.. .. .	£5,605 16 3		
Less 1-6th,	934 6 0½		
		4,671 10 2½	

Deduct Postage of refused, re-directed and mis-sent Letters at the General Post Office, Saint John, and Offices in the interior :—

Amount of Dead, &c., Letters, claimed in Form No. 4, by Saint John and Deputies,

.. .. .	£485 4 11½		
Less 1-6th,	80 17 6		
		£404 7 6½	

Carried forward,

£12,704 0 0½

Cur. \$ 5s. Ster. \$ 4s. 2d. Ster. \$ 4s. 2d.

Brought forward, £404 7 6½ £12,704 0 0½

Amount of re-directed Letters from the General Post Office, Saint John,
to Offices in the interior, viz:—

Amherst,	£1 3 4½
Annapolis,	0 15 1
Bend of Petitcodiac,	3 5 0½
Chatham,	5 0 9½
Digby,	0 14 10
Dorchester,	0 6 8
Fredericton,	28 6 5½
Gagetown,	9 18 11
Halifax,	6 9 9½
Hampton,	3 19 1½
Kingston,	3 2 8½
Newcastle,	0 7 9½
Oromocto,	0 5 3
Pictou,	1 19 5½
Richibucto,	0 16 0½
Sackville,	1 11 8
Shediac,	2 2 5
Saint Andrews,	169 19 2½
Saint George,	22 12 2½
Saint Martins,	6 10 0½
Sussex Vale,	7 0 8½
Windsor,	0 4 2½
Woodstock,	9 10 11
	<hr/>
	£286 2 8½
Less 1-6th,	47 13 9½

238 8 11

Amount of re-directed and mis-sent Letters credited to the several
Deputies in New Brunswick, viz:—

Andover,	£1 7 6½
Bathurst,	5 8 9½
Bend of Petitcodiac,	3 8 10½
Campbelton,	7 8 3½
Chatham,	101 10 9½
Dalhousie,	22 10 11½
Dorchester,	4 15 6
Fredericton,	34 13 3½
Gagetown,	1 16 9½
Grand Falls,	3 11 11
Hampton,	1 9 10½
Harvey, (A. C.)	0 1 8½
Kingston,	0 10 6½
Little Falls,	0 13 4½
Mill Town,	0 0 0
Newcastle,	9 16 2
Oromocto,	0 15 9½
Richibucto,	77 9 11½
Sackville,	237 12 2½
Shediac,	1 8 1
Saint Andrews,	11 6 1
Saint George,	0 14 10½
Saint Martins,	0 3 4½
Saint Stephen,	1 5 0
Sussex Vale,	2 0 1½
Woodstock,	2 19 1
	<hr/>
	£534 19 0
Less 1-6th,	89 3 1½

445 15 10½

1,088 12 4

£11,715 7 8½

Deduct British Packet Postage, £2,332 10 11
Less—Colonial Postage included in the above, 1-7th, 333 4 5

1,999 6 6

Provincial Revenue, £9,716 1 2½
" Expenditure, 12,305 6 5½

Deficiency, £2,589 5 3

Memo. of the amount of United States Postage included in the item "Postage of Towns in New Brunswick," £27 18 5½ Currency.
Memo. of the amount of Commission charged against the American Government on the collection of United States Postage £10 9 7½ Currency.

A DETAILED RETURN

Of the Charges of Management of the Post Office Revenue of New Brunswick for the year ended 5th January, 1849.

SALARIES AND ALLOWANCES.				Cur. \$ 5s.	Ster. \$ 4s. 2d.	Ster. \$ 4s. 2d.
John Howe, Deputy Postmaster General,	..	..	..	£600 0 0		
W. W. Barnard, Surveyor,	..	..	..	180 0 0		
J. M. Hopley,	} Clerks,	..	..	120 0 0		
W. D. French,		..	..	108 0 0		
V. B. Hutchison,		..	..	108 0 0		
H. C. Frink, Temporary Clerk,	..	..	..	19 19 1½		
				£1,135 19 1½		
Less 1-6th,	..	..	..	189 6 6½		
					£946 12 7	

Salaries and Allowances to Deputy Postmasters, Assistants, &c., viz:—

Andover,	..	..	..	..	..	£8 10 1½
Bathurst,	..	..	..	..	..	34 0 11
Bend of Petitcodiac,	..	..	..	..	..	23 9 5
Campbelton,	..	..	..	..	..	15 11 1
Chatham,	..	..	..	..	..	100 0 0
Dalhousie,	..	..	..	..	..	27 11 11½
Dorchester,	..	..	..	..	..	18 17 3
Fredericton,	..	..	..	..	..	240 0 0
Gagetown,	..	..	..	..	..	13 16 7½
Grand Falls,	..	..	..	..	..	12 3 1½
Hampton,	..	..	..	..	..	4 0 7
Harvey, (A. C.),	..	..	..	..	..	5 5 8
Kingston,	..	..	..	..	..	4 2 8½
Little Falls,	..	..	..	..	..	10 15 11½
Mill Town,	..	..	..	..	..	0 14 9
Newcastle,	..	..	..	..	..	41 10 1½
Oromocto,	..	..	..	..	..	0 15 2
Richibucto,	..	..	..	..	..	50 11 9½
Sackville,	..	..	..	..	..	96 0 0
Shediac,	..	..	..	..	..	18 18 6½
Saint Andrews,	..	..	..	..	..	48 0 0
Saint George,	..	..	..	..	..	22 17 3½
Saint Martins,	..	..	..	..	..	6 0 1
Saint Stephen,	..	..	..	..	..	41 14 1
Sussex Vale,	..	..	..	..	..	18 14 5
Woodstock,	..	..	..	..	..	40 0 0
Assistant at Fredericton,	..	..	..	..	..	100 0 0
						£1,004 1 8
Less 1-6th,	..	..	..	..	..	167 6 11

836 14 9

Travelling Expenses—Allowance to W. W. Barnard, Surveyor,	..	..	..	..	..	£470 16 0
Less 1-6th,	..	..	..	..	..	78 9 4

392 6 8

Conveyance of Mails, Transit Postage, and payment for Ship Letters, sums paid for Riding Work, &c., Foot Messengers, Couriers, &c.

	Distance in Miles, double trip.	How often performed weekly.	
Chatham and Fredericton,	210	Once,	£139 19 0
Dalhousie and Campbelton,	32	Twice,	43 0 0
Fredericton and Grand Falls,	276	Twice,	624 0 0
Do. and Mail Steamers,	1	Twelve,	4 0 0
Gagetown and do.	3	Six,	10 0 0
Do. and Nerepis,	44	Twice,	26 5 0
Harvey, (A. C.) and Salisbury,	96	Once,	40 0 0
Newcastle and Dalhousie,	216	Once,	210 0 0
Do. and Sackville,	252	Twice,	68 15 0
Do. and Petitcodiac,	190	Twice,	168 15 0
Oromocto and Mail Steamers,	1	Six,	1 10 0
Saint Andrews and Robbinston,	7	Seven,	45 0 0
Do. and Saint Stephen,	44	Twice,	51 6 10
Saint Stephen and Mill Town,	6	Once,	0 14 2½
Saint John and Amherst,	298	Twice,	365 0 0
Do. and Fredericton, (via Nerepis,)	128	Once,	120 0 0
Do. and do. (via River,)	168	Six,	40 0 0
Do. and do. (Winter Season,)	128	Twice,	70 0 0
Do. and Kingston,	40	Once,	24 0 0
Do. and Saint Andrews,	134	Three,	197 5 0
Do. and Indian Town,	5	Twelve,	20 0 0
Do. and Houlton, (Me.)	28	Four,	42 0 0
Saint John, repairing Mail Bags,			2 3 6
Allowance to Isaac Waters for taking charge of Gagetown Mails,			2 0 0
			£2,315 13 6½
Less 1-6th,	..	..	385 18 11

1,929 14 7½

Carried forward, £4,305 8 7½

	Cur. \$ 5s.	Ster. \$ 4s. 2d.	Ster. \$ 4s. 2d.
<i>Brought forward,</i>		£4,305	8 7½
<i>Express Mail Service, viz:—</i>			
Amherst and Fredericton,	£1,592	13 0	
Fredericton and Grand Falls,	1,068	12 0	
Fredericton and Finger Board,		6 8 0	
Saint John and Fredericton,	121	0 0	
Amherst and Grand Falls,	6,178	6 7½	
Saint John and Carleton Ferry,		9 10 0	
	£8,976	9 7½	
Less 1-6th,	1,496	1 7½	
			7,480 8 0
<i>Ship Letter Gratuities,</i>			
Amount of Pence paid for Ship Letters by Saint John and Deputies,	£48	17 4½	
Less 1-6th,		8 2 10½	
			40 14 6
<i>Tradesmens' Bills,</i>			
Fitting up Stoves, &c., in the General Post Office,	£1	3 6	
Making set of Letter Boxes, &c.,		5 2 6	
	£6	6 0	
Less 1-6th,		1 1 0	
			5 5 0
<i>Rents and Taxes,</i>			
Rent of Premises occupied as the General Post Office,	£75	0 0	
Less 1-6th,		12 10 0	
			62 10 0
<i>Law Expenses,</i>			
Expenses of J. A. Street, Esquire, in the examination and commitment of J. Cunningham, Junior, for Post Office Robbery,	£5	16 8	
Attorney General's charge for proceeding against the Sheriff of Restigouche in the matter of J. Cunningham, Junior,		5 16 8	
	£11	13 4	
Less 1-6th,		1 18 11½	
			9 14 4½
<i>Stationery, Printing and Advertising,</i>			
Allowance for Stationery, viz:—			
Saint John,	£3	16 11	
Campbelton,		1 0 0	
Grand Falls,		1 17 11	
Woodstock,		4 0 0	
	£10	14 10	
Less 1-6th,		1 15 10	
			8 19 0
<i>Printing and Advertising, viz:—</i>			
Saint John,	£70	5 2½	
Chatham,		13 0 6	
Fredericton,		21 17 0	
Newcastle,		4 7 6	
Saint Andrews,		7 11 0	
Woodstock,		3 13 3	
	£120	14 5½	
Less 1-6th,		20 2 5	
			100 12 0½
<i>Coals, Gas, Oil, &c.</i>			
Allowance for Fuel for the General Post Office,	£15	0 0	
Gas consumed and use of Meter in ditto,		3 18 0	
	£18	18 0	
Less 1-6th,		3 3 0	
			15 15 0
<i>Miscellaneous Expenses,</i>			
Petty expenses incurred by the Deputy Postmaster General,	£3	17 1½	
Amount of Premium paid to the Bank of British North America for £900 Sterling in American Gold, paid into the Military Chest,		16 4 0	
Discount on Drafts on Montreal,		155 13 2	
4 Doz. Stamping Pads for the use of the Post Office Department,		0 16 0	
	£176	10 3½	
Less 1-6th,		29 8 4½	
			147 1 11
<i>Carried forward,</i>		£11,976	8 5½

	Cur. \$ 5s.	Ster. \$ 4s. 2d.	Ster. \$ 4s. 2d.
<i>Brought forward,</i> .. .. .	.. .. .	£11,976 8 5½	
<i>Allowances for Offices abolished, and compensation for loss of Commission on the Collection of United States Postage, also compensation to Postmasters and Way Office Keepers for loss of Franking Privilege.</i>			
<i>Compensation for loss of Commission on the Collection of United States Postage, viz:—</i>			
Saint Andrews,	£288 0 0		
Woodstock,	60 0 0		
	£348 0 0		
Less 1-6th,	58 0 0		
		290 0 0	
<i>Compensation for loss of Franking Privilege, viz:—</i>			
Gagetown,	£5 0 0		
Grand Falls,	2 16 11		
Newcastle,	5 0 0		
Saint Andrews,	10 0 0		
Saint Martins,	2 0 0		
Saint Stephen,	2 0 0		
Woodstock,	10 0 0		
Blackville,	2 0 0		
Blissville,	2 0 0		
Boistown,	2 0 0		
Buctouche,	1 16 8		
Cocaigne,	2 0 0		
	£46 13 7		
Less 1-6th,	7 15 7		
		38 18 0	
			12,305 6 5½

GRANTS FROM PROVINCIAL LEGISLATURE.

DR. *John Howe, Esquire, Deputy Postmaster General, year ended 5th January, 1849.*

	Cur. \$ 5s.	Ster. \$ 4s 2d.
To balance in hands of the Deputy Postmaster General,	£215 1 2½	£179 4 3½
<i>The following Grants made during the Session of 1847-8:—</i>		
For conveying Saint John English Mail by Express from Halifax to Amherst, ..	120 0 0	100 0 0
For conveying Mail between Saint John and Fredericton during the sitting of the Legislature,	25 0 0	20 16 8
Chatham and Pokemouche,	45 0 0	
Madawaska and Saint Francis,	40 0 0	
Saint John and Ten Mile Creek,	25 0 0	
Saint Andrews and Saint Stephen,	25 0 0	
Fredericton and Finger Board,	60 0 0	
Chatham and Dalhousie,	100 0 0	
Nerepis and Long Reach,	30 0 0	
Saint John and Saint Martins,	30 0 0	
Sussex Vale and Long Creek,	15 0 0	
Gagetown and Salmon River,	30 0 0	
Fredericton and Stanley,	25 0 0	
Sackville and North Joggins,	10 0 0	
Saint John and Upham,	20 0 0	
Nerepis and Gagetown,	10 0 0	
Bathurst and Pokemouche,	40 0 0	
Saint John and Tynemouth Road,	20 0 0	
Fredericton and Bear Island,	25 0 0	
Harvey and Salmon River, (A. C.)	15 0 0	
Oromocto and South Branch,	20 0 0	
Fredericton and Miramichi,	75 0 0	
Saint John and Saint Andrews,	100 0 0	
Halifax and Saint John,	150 0 0	
Petitcodiac and Miramichi,	50 0 0	
Sackville and Cape Tormentine,	30 0 0	825 0 0
	£1,350 1 2½	£1,125 0 11½

CR.	Distance in miles.	How often performed per week.	Cur. \$ 5s.	Ster. \$ 4s. 2d.
By amounts paid for the following Services, viz:—				
Chatham and Pokemouche,	120	once per fortnight,	£22 0 0	
Bathurst and Do.	110	do.	40 0 0	
Chatham and Do.	120	do.	22 10 0	
<i>Carried forward,</i>			£82 10 0	

		Cur. \$ 5s.	Ster. \$ 4s. 2d.
<i>Brought forward,</i>	.. .. .	£82 10 0	
Fredericton and Bear Island,	64 once per week,	8 0 6	
Do. and Stanley,	50 do.	25 0 0	
Do. and Sheffield,	30 do.	3 1 5½	
Do. and Finger Board,	116 do.	18 14 5½	
Gagetown and Salmon River,	70 once per fortnight,	29 12 4	
Do. and Nerepis, (thro' Jerusalem Settlement,)	40 once per week,	10 0 0	
Hampton and Upham,	50 do.	8 11 6	
Harvey P. O. and Salmon River, (A. C.,)	36 do.	11 18 1½	
Madawaska and Saint Francis,	60 do.	37 4 7	
Mouth of Nerepis and Head of Long Reach,	46 do.	30 0 0	
Newcastle and Dalhousie,	216 do.	100 0 0	
Oromocto and South Branch,	18 do.	11 6 2½	
Sackville and Cape Tormentine,	80 do.	30 1 1	
Do. North Joggins,	30 do.	10 0 0	
Springfield and Finger Board,	14 do.	1 4 7	
Saint Andrews and Saint Stephen,	44 do.	3 11 1	
Saint John and Saint Andrews,	134 Three,	71 17 2	
Do. and Saint Martins,	64 Once,	30 8 2½	
Do. and Ten Mile Creek,	54 do.	25 0 0	
Do. and Tynemouth Road,	60 do.	15 19 2	
Do. and Upham,	76 do.	10 0 0	
Sussex Vale and Long Creek,	100 do.	15 0 0	
Express, Halifax and Amherst,	.. .. .	.. 120 0 0	
Express, Saint John and Fredericton, (during sitting of Legislature,)	.. .. .	.. 25 0 0	
By balance of unexpended Grants for the following Rides, returned to the Provincial Treasurer, viz:—			
Chattham and Fredericton,	.. .. .	.. 75 0 0	
Saint Andrews and Saint Stephen,	.. .. .	.. 31 0 0	
Fredericton and Finger Board,	.. .. .	.. 25 0 0	
		£865 0 5½	£720 17 0
By balance in hands of the Deputy Postmaster General,			
		.. 485 0 9	404 3 11½
		<u>£1,350 1 2½</u>	<u>£1,125 0 11½</u>

	Cur. \$ 5s.	Ster. 4s. 2d.
"Amount of Postage collected at the several Post Offices within the Province during the year to 5th January, 1847," (for particulars see preceding Detailed Return.)		
British Packet Postage included,	£9,740 16 9½	£8,117 7 5
NOTE.—From this amount is to be deducted £1,306 6 8 Currency, the amount of Dead &c. Letters.		
"Amount of Salaries paid to the respective Postmasters and Clerks connected with the Post Office during the year to 5th January, 1849," (for particulars see preceding Detailed Return.)	£1,960 0 9½	£1,633 7 4
"Amount paid the Surveyor of the Post Office for Salary, Travelling Expenses, and other Contingencies of his Office during the year to 5th January, 1849," (for particulars see preceding Detailed Return):—		
Salary,	£180 0 0	£150 0 0
Travelling Expenses,	470 16 0	392 6 8
	<u>£650 16 0</u>	<u>£542 6 8</u>
"Annual sum paid to each of the Contractors for carrying the Regular Mails, and the number of times such Mails are transmitted weekly."		
For these particulars see the preceding Detailed Return. The total amount paid during the year to 5th January, 1849, was	£2,315 13 6½	£1,929 14 7½

Statement of the times at which the Mails are due, and closed, at the respective Post Offices.

MAILS DUE.	ANDOVER.	HOUR OF CLOSING.
Grand Falls, Madawaska, &c., on Mondays and Thursdays at 9 O. A. M.	Grand Falls, Madawaska, &c., on Sundays and Wednesdays,	} on arrival of Woodstock Courier.
Woodstock, &c., on Sundays and Wednesdays at 3 O. P. M.		
	Woodstock, &c., on Mondays and Thursdays,	} on arrival of Grand Falls Courier.

MAILS DUE.		HOUR OF CLOSING.	
BATHURST.			
Dalhousie, Campbellton, &c., on Tuesdays and Fridays at	} 9 40 P. M.	Dalhousie, Campbellton, &c., on Tuesdays and Saturdays	} on arrival of Chatham Courier.
Chatham, &c., on Tuesdays and Saturdays at		2 20 A. M.		Chatham, &c., on Tuesdays and Fridays,	} Dalhousie Courier.
Pokemouche, &c., alternate Tuesdays at	12 noon.	Pokemouche, &c., on alternate Thursdays at	2 0 P. M.
BEND OF PETITCODIAC.			
Saint John, &c., on Sundays and Thursdays at	} 6 35 A. M.	Saint John, &c., on Sundays and Thursdays	} on arrival of Halifax Courier.
Harvey, &c., on Sundays at		6 35 A. M.		Harvey, &c., on Sundays	} Ditto.
Nova Scotia, Sackville, and Northern Mails on Sundays and Thursdays at	9 45 P. M.	Nova Scotia, Sackville, and Northern Mails, on Sundays and Thursdays	on arrival of Saint John Courier.
CAMPBELTON.			
Dalhousie and the South on Tuesdays and Saturdays at	} 3 10 P. M.	Dalhousie and the South on Tuesdays and Fridays at	} 8 45 A. M.
Canada, East and West, on Wednesdays at		10 0 A. M.		Canada, East and West, on Wednesdays at	2 45 P. M.
CHATHAM.			
Southern Mails from Richibucto, on Mondays and Fridays at	} 0 15 P. M.	Southern Mails for Richibucto, &c., on Wednesdays and Saturdays at	} 0 15 P. M.
Northern Mails from Bathurst on Wednesdays and Saturdays at		7 30 A. M.		Northern Mail for Bathurst, &c., on Mondays and Fridays at	4 15 P. M.
Fredericton, Newcastle, &c., on Saturdays at	} 8 0 A. M.	Fredericton, Newcastle, &c., on Mondays at	} 8 15 A. M.
Newcastle on Mondays and Fridays at		4 20 P. M.		Newcastle on Mondays and Fridays at	0 15 P. M.
Do. Wednesdays and Saturdays at	} 0 20 P. M.	Do., Wednesdays and Saturdays at	} 7 45 A. M.
Pokemouche, Shippegan, &c., on alternate Wednesdays at		12 noon.		Pokemouche, Shippegan, &c., on alternate Wednesdays at	2 15 P. M.
DALHOUSIE.			
Bathurst, &c., on Tuesdays and Saturdays at	} 11 30 A. M.	Bathurst, &c., on Tuesdays and Fridays at	} 0 15 P. M.
Campbelton, &c., on Tuesdays and Fridays at		11 40 A. M.		Campbelton, Tuesdays and Saturdays at	11 45 A. M.
DORCHESTER.			
Saint John, &c., on Sundays and Thursdays at	} 10 25 A. M.	Saint John, &c., on Sundays and Thursdays	} on arrival of Halifax Courier.
Nova Scotia, Sackville, &c., on Sundays and Thursdays at		6 10 P. M.		Nova Scotia, Sackville, &c., on Sundays and Thursdays	} on arrival of Saint John Courier.
Shediac, &c., on Sundays and Thursdays at	6 20 A. M.	Shediac, &c., on Sundays and Thursdays	on arrival of Sackville Courier.
FREDERICTON.			
Saint John, &c., on Tuesdays, Thursdays and Saturdays at	} 8 0 A. M.	Saint John, &c., on Tuesdays, Thursdays and Fridays at	} 3 15 P. M.
Woodstock, &c., on Tuesdays and Fridays at		8 40 A. M.		Woodstock, &c., on Tuesdays, Thursdays and Saturdays at	9 30 A. M.
Do. Wednesdays at	} 5 0 P. M.	Chatham, Newcastle, &c., on Fridays at	} 10 15 A. M.
Chatham, Newcastle, &c., on Tuesdays at		9 0 A. M.	
Stanley, on Tuesdays at	} 3 0 P. M.	Bear Island, &c., on Saturdays at	} 9 15 A. M.
Bear Island, &c., on Fridays at		6 0 P. M.	
Sheffield, &c., on Tuesdays at	5 0 P. M.		
GAGETOWN.			
Saint John, Fredericton, &c., on Wednesdays and Saturdays at	} 10 0 A. M.	Saint John, Fredericton, &c., on Tuesdays and Fridays at	} 2 30 P. M.
Grand Lake, alternate Fridays, (hour uncertain,) at		0 0 —		Grand Lake, alternate Wednesdays at	11 0 A. M.
GRAND FALLS.			
Woodstock, Canada, &c., on Wednesdays and Sundays at	} 8 0 P. M.	Woodstock, Canada, &c., on Mondays and Thursdays at	} 9 0 P. M.
HARVEY.			
Saint John, Petitcodiac, &c., on Mondays at	5 0 P. M.	Saint John, Petitcodiac, &c., on Saturdays at	7 30 A. M.
KINGSTON.			
Saint John, &c., on Thursdays at	5 0 P. M.	Saint John, &c., on Wednesdays at	9 0 A. M.
HAMPTON.			
Saint John, &c., on Wednesdays and Saturdays at	} 7 30 P. M.	Saint John, &c., on Mondays and Fridays	} on arrival of Halifax Courier.
Halifax, &c., on Mondays and Fridays at		11 0 A. M.		Halifax, &c., on Wednesdays and Saturdays	on arrival of Saint John Courier.

MAILS DUE.		LITTLE FALLS.		HOUR OF CLOSING.	
Canada, on Sundays and Wednesdays at	2 0 P. M.	Canada on Mondays and Thursdays	3 0 A. M.	on arrival of Grand Falls Courier.	
Woodstock, Grand Falls, &c., on Mondays and Thursdays,	3 0 A. M.	Woodstock, Grand Falls, &c., on Sundays and Wednesdays	0 0	on arrival of Canada Courier.	8 0 A. M.
Saint Francis Courier, Tuesdays, (hour uncertain)	0 0	Saint Francis Courier on Mondays at			
MILL TOWN.					
Saint Andrews, Saint Stephen, &c. on Mondays	10 15 A. M.	Saint Andrews, St. Stephen, &c., on Tuesdays	9 30 A. M.		
NEWCASTLE.					
Chatham on Mondays at	10 50 A. M.	Chatham on Saturdays at	6 40 A. M.		
Chatham and the South on Mondays and Fridays at	2 20 P. M.	Chatham and the North on Mondays and Fridays at	2 45 P. M.		
Chatham and the North on Wednesdays and Saturdays at	9 50 P. M.	Chatham and the South on Wednesdays and Saturdays at	10 45 A. M.		
Fredericton, &c., on Saturdays, at	6 40 A. M.	Fredericton, &c., on Mondays at	10 35 A. M.		
OROMOCTO.					
Saint John, &c., on Tuesdays, Thursdays and Saturdays at	6 0 A. M.	Saint John, &c., on Tuesdays, Thursdays and Saturdays		on arrival of Fredericton Courier.	
Fredericton, &c., on Tuesdays, Thursdays and Fridays at	5 50 P. M.	Fredericton, &c., on Tuesdays, Thursdays and Saturdays		on arrival of Saint John Courier.	
South Branch Courier on Mondays at	6 0 P. M.	South Branch Courier on Mondays at		7 0 A. M.	
RICHIBUCTO.					
Chatham, &c., Wednesdays and Saturdays at	7 40 P. M.	Chatham, &c., on Mondays and Fridays		on arrival of Sackville Courier.	
Sackville, &c., Mondays and Fridays at	5 20 A. M.	Sackville, &c., on Wednesdays and Saturdays		on arrival of Chatham Courier.	
SACKVILLE.					
Saint John &c., Sundays and Thursdays at	0 5 P. M.	Saint John, &c., on Sundays and Thursdays		on arrival of Halifax Courier.	
Nova Scotia, &c., on Sundays and Thursdays at	4 0 P. M.	Nova Scotia, &c., Sundays and Thursdays		on arrival of Saint John Courier.	
Northern Mails on Sundays and Thursdays at	8 15 A. M.	Northern Mails on Sundays and Thursdays.		on arrival of Halifax Courier.	
Cape Tormentine on Thursdays at	11 0 A. M.	Cape Tormentine on Tuesdays		on arrival of Halifax Courier.	
North Joggins on Fridays at	10 0 A. M.	North Joggins on Fridays at		12 noon.	
SHEDIAC.					
Chatham, &c., Sundays and Thursdays at	1 35 A. M.	Chatham, &c., Sundays and Thursdays at		on arrival of Sackville Courier.	
Sackville, &c., Sundays and Thursdays at	11 25 P. M.	Sackville, &c., Sundays and Thursdays		on arrival of Chatham Courier.	
SAINT ANDREWS.					
Saint John, &c., Daily, (Sundays excepted),	5 30 P. M.	Saint John, &c., Daily, (Sundays excepted),	5 30 A. M.		
United States, Daily, at	5 0 A. M.	United States, Daily, at	6 30 P. M.		
Saint Stephen on Tuesdays and Thursdays at	2 0 P. M.	Saint Stephen, Mondays and Wednesdays at	5 30 A. M.		
Mill Town on Tuesdays at	2 0 P. M.	Mill Town on Mondays at	5 30 A. M.		
Grand Manan and Campo Bello, by Packet, Saturdays at	12 noon.	Grand Manan and Campo Bello, Tuesdays at	12 noon.		
SAINT GEORGE.					
Saint John Daily, (Sundays excepted),	2 25 P. M.	Saint John Daily, (Sundays excepted),		on arrival of St. Andrews Courier.	
Saint Andrews, do.	3 40 A. M.	Saint Andrews, do.		on arrival of Saint John Courier.	
SAINT JOHN.					
Nova Scotia, Eastern and Northern Mails on Mondays and Fridays at	2 40 P. M.	Nova Scotia, Eastern and Northern Mails on Wednesdays and Saturdays at	3 0 P. M.		
Saint Andrews and United States, Daily, (Sundays excepted),	4 15 P. M.	Saint Andrews and United States, Daily, (Sundays excepted,) at	7 0 A. M.		
Fredericton, &c., on Tuesdays, Thursdays and Saturdays at	7 0 A. M.	Fredericton, &c., on Mondays, Wednesdays and Fridays at	4 30 P. M.		

MAILS DUE.		HOUR OF CLOSING.
SAINT JOHN—Continued.		
Black River on Tuesdays at	4 0 P. M.	Black River, Mondays at 10 0 A. M.
Tynemouth Road on Fridays at	4 0 P. M.	Tynemouth Road on Thursdays at 10 0 A. M.
Kingston on Wednesdays at	1 0 P. M.	Kingston on Thursdays at 1 0 P. M.
Saint Martins, on Mondays at	3 0 P. M.	Saint Martins on Tuesday at 10 0 A. M.
Digby, Annapolis, &c., on Mondays, uncertain,	0 0 —	Digby, Annapolis, &c., on Saturdays at 7 0 A. M.
SAINT MARTINS.		
Saint John, &c., on Tuesdays at	4 30 P. M.	Saint John, &c., on Mondays at 8 0 A. M.
SAINT STEPHEN.		
Saint Andrews, &c., on Mondays and Wednesdays at	9 40 A. M.	Saint Andrews, &c., Tuesdays and Thursdays at 10 0 A. M.
Milltown on Tuesdays at	10 0 A. M.	Milltown on Mondays at 9 40 A. M.
SUSSEX VALE.		
Saint John, &c., on Wednesdays and Saturdays at	11 35 P. M.	} on arrival of Halifax Courier. Saint John Courier. 10 0 A. M.
Nova Scotia, &c., and Northern Mails, on Mondays and Fridays at	5 5 A. M.	
Long Creek Courier on Fridays at	8 0 A. M.	
WOODSTOCK.		
Fredericton, &c., on Tuesdays, Thursdays and Saturdays at	8 30 P. M.	Fredericton, &c., on Mondays and Thursdays at 9 15 P. M.
Canada, Madawaska, &c., on Mondays and Thursdays at	8 0 P. M.	Do. on Wednesdays at 6 15 A. M.
Houlton, &c., Tuesdays, Thursdays and Saturdays at	5 30 P. M.	Canada, Madawaska, &c., on Tuesdays and Saturdays at 9 15 P. M.
		Houlton, &c., on Mondays, Wednesdays and Fridays at 4 30 A. M.

“Statement of what new Lines were applied for or established, or any Lines that may have been discontinued,” during the year ended 5th January, 1849.

Dalhousie and Campbellton—A new Contract for a Semi-weekly instead of a Weekly Ride, on and from 6th April, at an increased expense of £24.

Saint Andrews and Saint Stephen—The Provincial Government was relieved from the payment of the Grant of £25 for this Service on and from 1st April, 1848.

Saint Stephen and Mill Town—A new Ride on and from 11th December, at an expense of £10.

Newcastle and Sackville—This Ride substituted for that previously existing between Newcastle and the Bend of Petibodiac on and from 6th October, 1848, at an increased expense of £50 per annum.

Fredericton and the Mail Steamers—An allowance for this service authorized from the Summer of 1848, at £4 per Season.

Gagetown and the Mail Steamers— Do. do. do. at £10 per Season.

Oromocto and the Mail Steamers— Do. do. do. an £1 10s. do.

“Statement of what amount of the aggregate Postages fall under the head of British, American, and Colonial, respectively.”

Of the gross amount of Postage collected.	.. .. .	£8,117 7 5 Sterling.
The British Packet Postage amounts to..	£1,999 6 6 Sterling.	
The Colonial Postage to	6,094 15 6½ “	
And the United States Postage to ..	23 5 4½ “	
		<u>£8,117 7 5</u>

J. HOWE, Deputy Postmaster General.

RETURNS FROM KING'S COLLEGE.

Returns from King's College, at Fredericton, and the Collegiate School connected therewith.

NAMES, &c., OF PROFESSORS FOR THE YEAR 1848.

The Reverend Edwin Jacob, D. D., Professor of Classical Literature, History, Moral Philosophy, Metaphysics, and Divinity.

James Robb, Esquire, M. D., Professor of Chemistry and Natural History.

William B. Jack, Esquire, A. M., Professor of Mathematics and Natural Philosophy.

Marshall d'Avray, Esquire, Teacher of Modern Languages.

NAMES OF STUDENTS DURING THE YEAR.

Resident and in attendance at Lectures.

William P. Dole,
Beverley Robinson,
Edward DuVernet,
Jacob Ellegood,

Neville Parker,
Hugh B. Johnston,
Thomas W. Street,
Henry B. Nichols.

Non-Resident and in attendance at Lectures.

Hard Peters,
J. P. Street,
D. M'Q. Bliss,

J. L. Marsh,
G. G. Roberts.

Non-Resident and keeping Terms.

J. R. Hea,
Henry Pope,
J. L. Morse,
George Milligan,

Thomas W. Wood,
J. H. Read,
John J. Tracey,
Andrew J. Tracey.

COLLEGIATE SCHOOL.

George Roberts, Esquire, Head Master.

Charles G. Coster, Esquire, Second Master.

Hugh S. Moore, Assistant Teacher in the English Department.

Number of Scholars in attendance at the Collegiate School during the year, and number studying in each Department.

Total number of Scholars in attendance during the year, 86 :—Of this number

17	have been studying	Greek.	14	have been studying	Trigonometry.		
45	"	"	Latin.	8	"	"	Astronomy.
13	"	"	French.	28	"	"	English Composition.
21	"	"	Algebra.	40	"	"	History.
29	"	"	Geometry.				

All have been studying Geography, Grammar, Reading, Writing, Arithmetic, &c.

CHARLES FISHER, Registrar.

The Chancellor, President and Scholars of King's College at Fredericton, in the Province of New Brunswick, in Account Current with Charles Fisher, Registrar.

DR.

1848. To paid Salaries, viz:—

Reverend Dr. Jacob,								
Quarter's Salary to 31st March,	...	...	...	£162	10	0		
Ditto 30th June,	...	...	...	162	10	0		
Ditto 30th September,	...	...	...	162	10	0		
Ditto 31st December,	...	...	...	162	10	0		
							£650	0 0
Doctor Robb,								
Quarter's Salary to 31st March,	...	...	...	£75	0	0		
Ditto 30th June,	...	...	...	75	0	0		
Ditto 30th September,	...	...	...	75	0	0		
Ditto 31st December,	...	...	...	75	0	0		
							300	0 0
William B. Jack,								
Quarter's Salary to 31st March,	...	...	...	£75	0	0		
Ditto 30th June,	...	...	...	75	0	0		
Ditto 30th September,	...	...	...	75	0	0		
Ditto 31st December,	...	...	...	75	0	0		
							300	0 0
Edward W. W. G. Houseal,								
Quarter's Salary to 31st March,	...	...	...	£36	0	0		
Ditto 30th June,	...	...	...	36	0	0		
Ditto 30th September,	...	...	...	36	0	0		
							108	0 0
Commons paid him for Lent Term,								
Ditto Easter,	...	...	...	£8	16	10		
Ditto Trinity,	...	...	...	4	2	2		
								14 9 4
Cash paid him for Students' fees,								
								16 5 0
Marshall D'Avray,								
2 Months Salary, teaching French, to 31st December,	...	...	...				13	6 8
Samuel Fleming,								
Quarter's Salary to 1st March,	...	...	...	£15	0	0		
Ditto 1st June,	...	...	...	15	0	0		
Ditto 1st September,	...	...	...	15	0	0		
Ditto 1st December,	...	...	...	15	0	0		
							60	0 0
Edwin J. Jacob,								
Quarter's Salary to 31st March,	...	...	...	£5	0	0		
Ditto 30th June,	...	...	...	5	0	0		
Ditto 30th September,	...	...	...	5	0	0		
Ditto 31st December,	...	...	...	5	0	0		
							20	0 0
Charles Fisher, Registrar,								
	...	...	...				100	0 0
Henry Wandless,								
Quarter's Salary to 31st March,	...	...	...	£10	0	0		
Ditto 30th June,	...	...	...	10	0	0		
Ditto 30th September,	...	...	...	10	0	0		
Ditto 31st December,	...	...	...	10	0	0		
							40	0 0
George Turner,								
Year's Salary to 31st December,	...	...	...				10	0 0
Lawrence Neville,								
Quarter's Salary to 31st March,	...	...	...	£2	10	0		
Ditto 30th June,	...	...	...	2	10	0		
Ditto 30th September,	...	...	...	2	10	0		
Ditto 31st December,	...	...	...	2	10	0		
							10	0 0
Carried forward,								
							£1,642	1 0

Brought forward, ... £1,642 1 0

Scholarship's Account.

To paid H. B. Nichols 1 Quarter to 1st April, ...	£6 5 0	
Ditto do. 30th June, ...	6 5 0	
Ditto Half year to 31st December, ...	12 10 0	
W. P. Dole half year to 30th June, ...	12 10 0	
N. Parker half year to 31st December, ...	12 10 0	
		50 0 0

Library and Philosophical Apparatus.

April 6. To paid Alexander Boone, Freight of Books, ...	£0 5 0	
May 13. For Bill of Exchange for R. Griffin & Son, £115 Stg. ...	141 16 8	
Aug. 4. Alfred Reade on account of Books, ...	15 10 0	
" 16. H. S. Beek, Binding, ...	9 8 6	
Oct 27. For Bill of Exchange of £100 Sterling, remitted to Hon. Alexander Rankin, for Telescope, ...	123 6 8	
Nov. 24. Garrison and Masters, Duties on Books, ...	1 18 9	
		292 5 7

Incidental Expenses.

Jan. 26. To paid W. J. Bedell and Company, ...	£6 6 0	
May 1. Samuel Fleming, Fuel to 1st May, ...	40 0 0	
" 5. J. F. Gale, Chemicals, ...	2 3 10	
" 15. Andrew Blair, Surveying, ...	1 10 0	
June 14. Jonathan G. Harding for Cases, ...	6 11 6	
July 26. Robert Chestnut for Fire Irons, ...	1 1 8	
Sept. 1. John Doyle for soldering Cornices, ...	11 5 6	
" 5. John Grant, for Ladders, ...	0 8 4	
" 10. C. P. Smiler, Glazing, ...	0 8 6	
" 17. Jonathan G. Harding, work, ...	1 9 0	
Nov. 24. Francis Berverley, ...	6 4 0	
" 24. Alexander Block, work, ...	6 8 0	
" 31. Samuel Akerley, Coals, ...	3 0 0	
Dec. William Cadwallader, Porter's clothes, ...	5 12 2	
" Daniel Elliott, repairing Dr. Robb's Lecture Room, ...	1 10 0	
" 4. John Barrett, work at College, ...	16 19 11	
" John Simpson, Printing Statutes, ...	22 15 6	
" Alexander P. Miller, Glazing, ...	0 15 0	
" 31. Charles Fisher's Account, drawing Leases, ...	12 10 0	
" Postages for the year, ...	0 9 9	
		147 8 8

Expenses of the Collegiate School.

To paid Salaries, as follow :—

George Roberts,		
Quarter's Salary to 7th April, ...	£50 0 0	
Ditto 7th July, ...	50 0 0	
Ditto 7th October, ...	50 0 0	
Ditto 7th January, 1849, ...	50 0 0	
		200 0 0
Charles George Coster,		
Quarter's Salary to 31st March, ...	£25 0 0	
Ditto 30th June, ...	25 0 0	
Ditto 30th September, ...	25 0 0	
Ditto 31st December, ...	25 0 0	
		100 0 0
Hugh Moore,		
Quarter's Salary to 31st March, ...	£12 10 0	
Ditto 30th June, ...	12 10 0	
Ditto 30th September, ...	12 10 0	
Ditto 31st December, ...	12 10 0	
		50 0 0

Incidental Expenses.

Sept. 16. To paid Andrew Ritchie, work, ...	£31 0 0	
Nov. 24. S. A. Akerley, Prize Books, ...	3 6 0	
" George Graham, work, ...	1 0 0	
Carried forward, ...	£35 6 0	£2,481 15 3

		<i>Brought forward,</i>	...	...	...	£35	6	0	£2,481	15	3
Dec.	4.	James T. Nash, Prize Books,	...	...	...	0	11	3			
"	31.	John Barrett, work,	...	...	...	9	5	6			
"	"	Jeremiah Donovan, work,	...	...	...	0	13	9			
"	"	Mr. Houseal, for French Prizes,	...	...	...	2	0	0			
										47	16	6
										£2,529	11	9
"	"	To amount carried down due the College,					180	9	1
										£2,710	0	10

CR.

1848. By Amounts received, viz:—

April	3.	Amount received from Receiver General to 31st March,	...	...	£277	15	6
July	3.	Ditto do 30th June,	...	...	277	15	6
Oct.	2.	Ditto do 30th Sept.	...	...	277	15	6
Dec.	31.	Ditto do 31st Dec.	...	...	277	15	6
							£1,111	2	0
		Amounts received on Provincial Warrant, viz:—							
May	15.	Ditto From Province Treasurer,	...	...	£300	0	0
July	3.	Ditto do	...	...	100	0	0
"	4.	Ditto do	...	...	300	0	0
Aug.	22.	Ditto do	...	...	200	0	0
Nov.	24.	Ditto do	...	...	200	0	0
							1,100	0	0

Rent Roll.

Jan.	3.	Amount received from John Hatherman, 2 Lots to 24th Dec. 1847, £2 and £2 10s.	...	...	£4	10	0	
		Ditto Martin Goff,	...	...	2	10	0	
		Ditto Timothy M'Carthy,	...	...	7	1	3	
		Ditto James Breen, per David Breen,	...	...	2	5	0	
		Ditto Mrs. Jennings,	...	...	3	15	0	
"	18.	Ditto F. M'Manus, to 24th Sept., 1847,	...	...	3	16	3	
"	28.	Ditto Joseph Armour,	...	...	3	0	0	
"	"	Ditto Joseph Coulter,	...	...	5	0	0	
Feb.	22.	Ditto Edward Elliott, Junior,	...	...	1	0	0	
Mar.	25.	Ditto James M'Gowan, to 24th Sept. 1847,	...	...	7	10	0	
"	30.	Ditto Timothy M'Carthy,	...	...	4	1	3	
Apr.	1.	Ditto Mrs. M. Johnston, to 24th Mar. 1848,	...	...	6	12	6	
"	29.	Ditto James M'Gowan, to do do	...	...	7	10	0	
May	4.	Ditto Mrs. Jennings, Town Lot to do	...	...	3	16	3	
"	"	Ditto do. Barn Lot, ...	...	...	3	15	0	
"	18.	Ditto P. M'Grath, to 24th March, 1848,	...	...	6	7	6	
"	"	Ditto Joseph Coulter, on account,	...	...	5	0	0	
"	22.	Ditto Francis M'Manus, of Wells' Lot to 24th March, 1848,	...	...	3	16	3	
"	29.	Ditto Geo. Anderson to 24th March, 1848,	...	...	6	1	3	
June	9.	Ditto Nathaniel Cameron, Lot 89, in 5th Range, to 24th March, 1848,	...	...	2	0	0	
July	3.	Ditto W. H. Odell, Ferris Lot,	...	...	0	1	1	
Sept.	6.	Ditto Joseph Coulter,	...	...	5	0	0	
"	28.	Ditto Mrs. Jennings' Town Lot, to 24th September, 1848,	...	...	3	16	3	
"	"	Ditto Mrs. Jennings, on acc't. Barn Lot,	...	...	3	0	0	
Oct.	2.	Ditto Mrs. Johnston to 24th Sept., 1848,	...	...	6	12	6	
"	4.	Ditto John Maxwell to 24th Dec., 1847,	...	...	3	10	0	
"	17.	Ditto Timothy M'Carthy to 24th September, 1848, balance,	...	...	10	1	3	
Nov.	2.	Ditto G. Anderson to 24th Sept., 1848,	...	...	6	1	3	
"	23.	Ditto T. R. Estey for M'Queen Lot, from 24th March, 1846,	...	...	0	8	4	
Dec.	29.	Ditto Thomas Lee on account Ferry,	...	...	12	0	0	
"	"	Ditto L. Neville to 24th March, 1848,	...	...	5	0	0	
"	"	Ditto Thomas Doran, Pasture Lot,	...	...	11	10	0	
		<i>Carried forward,</i>	£156	8	2	£2,211	2	0

	<i>Brought forward,</i>	...	...	...	£156 8 2	£2,211 2 0
Dec. 29.	Amount received from Thomas Curtis of Lot 20, to 24th December, 1847,	...	...	...	2 0 0	
" "	Ditto Patrick Cassidy of Lots 21 and 22, to 24th December, 1847,	...	...	...	3 10 0	
" "	Ditto Dennis O'Leary, Lot 11, to 24th March, 1847,	...	...	...	2 10 0	
" "	Ditto Charles Colter, balance, to 24th December, 1846,	...	...	...	5 12 0	
" "	Ditto Charles Colter, Lots 18 and 19, to 24th December, 1847,	...	...	...	4 0 0	
" "	Ditto Samuel Fleming, Lot 29, to 24th March, 1848,	...	...	...	2 0 0	
" "	Ditto Samuel Fleming, Lots 81 and 82, in 9th Range, to 24th Dec., 1848, from 24th December, 1846,	...	...	...	8 0 0	
" "	Ditto Charles Fisher,—					
	Rent of Lot below Town, purchased from Bliss, to 24th March, 1848,	...	...	£1 4 8		
	Ditto from James Taylor, to do.	...	...	3 7 0		
	Ditto from Lewis Fisher, to do.	...	...	2 10 0		
	Ditto in rear of Alms House, to do.	...	...	1 9 0		
	Ditto of Pasture Lot, to do.	...	...	2 0 0		
					10 10 8	
						£194 10 10
	<i>Interest.</i>					
April 6.	Amount received from Hon. Judge Street on Mortgage, to 24th March, 1848,	...	...	£24 0 0		
May 15.	Ditto L. B. Rainsford, do.	...	...	12 0 0		
" 23.	Ditto H. B. Rainsford, on £400 Mortgage, from 24th March, 1846, to 13th April, 1848,	...	...	49 6 8		
" "	Ditto H. B. Rainsford, on £80 Mortgage, from 24th November, 1846, to 13th April, 1848,	...	...	6 13 4		
June 14.	Ditto W. B. Phair, on Mortgage, to 24th March, 1848,	...	...	12 0 0		
Aug. 29.	Ditto J. and T. Murray, on Mortgage, to 17th May, 1848,	...	...	30 0 0		
						134 0 0
	<i>Rent Redemption.</i>					
July 3.	Amount received from W. H. Odell, Ferris Lot,	...	...	£0 8 6		
Nov. 23.	Ditto T. R. Estey, M ^c Queen Lot, 5 acres,	...	...	2 1 8		
						2 10 2
	<i>Library Fund, viz :—</i>					
Dec. 30.	Amount received from Students for Subscriptions to date,	...	...	£1 15 0		
	Ditto ditto Books,	...	...	2 14 6		
						4 9 6
	<i>Plate Fund.</i>					
Dec. 31.	Amount received towards this Fund, to date,	...	...	...	...	0 17 6
	Amount on hand, due the College per last Account,	...	...	...	...	162 10 10
						£2,710 0 10
Dec. 31.	By amount brought down, due the College this day,	...	...	...	...	£180 9 1

I do attest and declare that the above Account is a just and true statement of the Income and Expenditure of the College for the past year.

CHARLES FISHER, Registrar.

Abstract of Grammar School Returns for the Year 1848.

No. of Returns.	TEACHERS.			SCHOLARS.			Amount drawn from the Treasury.	STUDIES.																
	County.	Names.	Religious Profession.	Condition.	Age.	Emoluments, exclusive of Government allowance.		Total Number.	Pupils under 10 Years.	Pupils over 10 Years.	Orthography, Reading, Writing, Arithmetic.	English Grammar, English Composition.	Geography, Use of the Globes.	History, Ancient and Modern.	Natural History.	Natural Philosophy.	Mathematics.	Latin.	Greek.	French.	Book Keeping.	Chemistry.	Surveying.	Astronomy.
2	Saint John,	James Patterson,	Presbyterian,	M	51	£222	0	61	46	4	61	23	60	32	—	—	18	59	11	—	—	—	—	—
1	Charlotte,	D. S. Morrison,	Do.	w	34	105	0	72	12	60	71	53	50	70	35	35	10	21	3	—	17	—	—	—
2	Northumberland,	James Millar,	Do.	M	44	50	0	35	1	32	35	29	25	25	11	7	14	9	1	—	—	—	—	—
6	Gloucester,	James Smith,	Do.	M	32	58	6	47	5	24	47	24	25	32	32	32	16	6	3	10	15	—	—	—
2	Carleton,	Michael H. Keily,	Episcopalian,	s	32	66	0	38	7	15	38	18	18	18	18	9	4	4	2	1	—	—	—	—
2	Sunbury,	George S. Milligan,	Methodist,	s	20	60	0	49	9	25	49	40	32	11	14	8	13	14	10	3	—	—	—	—
2	King's,	Charles Lee, Jr., A.B.	Episcopalian,	s	21	58	0	31	4	18	31	25	19	20	11	5	5	13	5	—	—	—	—	—
1	Queen's,	John J. Millidge,	Do.	M	37	50	0	15	1	11	15	14	14	12	11	8	7	6	2	—	—	—	—	—
2	Restigouche,	John Bennet,	Presbyterian,	s	24	54	0	33	7	17	32	22	32	—	22	22	5	4	1	—	—	—	—	—
1	Albert,	Thos. N. Woodman,	Episcopalian,	M	32	50	0	51	10	15	25	26	14	12	2	1	11	5	2	1	2	—	—	—
1	Westmorland,	Charles Camidge,	Do.	M	28	50	0	17	0	15	17	17	16	17	16	17	4	5	1	—	—	—	—	—
1	Northumberland,	John Sivewright,	Presbyterian,	M	37	50	0	34	8	18	35	34	32	19	—	34	8	12	2	—	—	—	—	—
19	12	12				£873 6 0	0	483	110	254	455	334	341	268	126	178	115	158	43	15	37	17	224	

BOARD OF EDUCATION.

Report from Marshall d'Avray, Esq., relative to Training and Model Schools.

Fredericton, 12th March, 1849.

To the Honorable the Provincial Board of Education,

GENTLEMEN,—In compliance with the instructions transmitted to me by the Secretary to your Honorable Board, to prepare a Report of the whole proceedings of the Training and Model Schools, for the information of the Legislature, I have the honor to report as follows:—

The Model School was opened on the 10th of February, 1848, in presence of His Excellency Sir William Colebrooke, the Lord Bishop of Fredericton, and of several Members of the Council and of the Legislative Assembly, but as the Class Rooms were not provided with the requisite furniture, it was closed again until Monday the 21st of the same month, when it was re-opened, with the Pupils of one of the Parish Schools, conducted by Mr. Moore:

Miss Martin, one of the oldest Female Teachers in the Province, was at the same time admitted into the Training School, at her especial request, and on the recommendation of His Excellency Sir William Colebrooke. She left on the 11th of March, and no other Female Teacher has been admitted.

The first set of Male Teachers, 12 in number, attended on the 1st of March, and subsequent admissions during the month increased that number to 24.

Mr. Moore's School was withdrawn on the 10th of May, and succeeded on the 15th of the same month by another of the Parish Schools, conducted by Mr. Denton.

The second set of Teachers, 5 in number, attended on the 10th of May; subsequent admissions during the month increased that number to 16; 7 more were admitted in June, and 4 in July;—Total 27.

The Model School closed on the 14th of August, for a fortnight, and the Training School for a month.

It re-opened on the 14th September; with 15 Teachers; 3 more were admitted in October; 12 in November; 4 in December; 1 in January;—Total 35.

14 were admitted on the 8th of February, and 2 after that date,—total 16. One of this number, Mr. Hutchings, of Saint John, has received His Excellency the Lieutenant Governor's permission to leave the Training School; the rest are now in attendance. Grand Total, 102. To which must be added Messieurs Mills and Duval, of Saint John, who attended for a short time.

Mr. Denton's School was withdrawn on the 16th of September; and the Model School was closed until the 10th of October, when it re-opened with the boys of the Madras School, under the direction of Mr. Graham.

When I arrived here in January, 1848, I found that considerable difficulty existed in providing pupils for the Model School, and at Sir William Colebrooke's suggestion, it was resolved that the Parish Schools in Fredericton should be received in succession.

Mr. Moore's was the first so admitted. It numbered 30 boys; and the first difficulty against which I had to contend arose from the small number of pupils, as compared with the number of Teachers in the Training School.

The number of Mr. Moore's pupils was rapidly reduced to 25, that of the Teachers as rapidly increased to 24.

I found, as I expected to do, that the Teachers were especially deficient in the art of communicating what information they possessed, and that constant drilling in the art of teaching was the one thing needful.

I need scarcely say that I found very great difficulty in employing them in this manner; and the hourly change of Masters which was requisite in order to give a little practice to each, militated very much against the interests of the School. Several of the pupils were withdrawn; and as Mr. Moore found that his School was decreasing, he left soon after the expiration of his ten weeks training.

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He was succeeded by Mr. Denton, whose School numbered 34,—like causes produced like effects,—and his School was reduced to 26 when he withdrew it in September.

For a period of five weeks subsequent to Mr. Denton's withdrawal, the Model School was without pupils, and consequently the Teachers had no opportunity for exercising themselves in teaching during that time, one half of the term of their attendance; at my recommendation, and with the consent of the Trustees to the Madras Board, the Madras School, conducted by Mr. Graham, was then taken as a Model School, and it is still in attendance as such.

It numbered nearly 100 pupils, since increased to 132, with an average attendance of 75.

The next difficulty was caused by the terms of the Parish School Act, which, limiting the period of the Teachers' attendance to 10 weeks, nevertheless required of them, at the expiration of that time, an amount of knowledge which it as far exceeded their power to acquire as it did mine to impart in so short a period.

This difficulty was met by the Board, who directed me to specify the amount of qualifications possessed by the Teachers, who would be classed by the Board in accordance with those qualifications.

On this plan I have proceeded,—the Teachers have received as much instruction, and as much practice in the art of teaching as it has, under the circumstances, been possible to give them; and an examination into their knowledge of Mathematics has enabled me to certify in favour of such of them as I considered otherwise qualified for first or highest class certificates.

I am happy to say that I can speak most favourably of the Teachers as a body, and of their anxiety to improve themselves during the period of their attendance here. As I before observed, I have found them generally deficient in the power of communicating instruction, and in most cases, quite ignorant of their own power of exciting and sustaining the interest and attention of their classes. The majority have made very great improvement in this particular, and I have to regret that better opportunities were not afforded them for greater and more general improvement. They were, with scarcely a single exception, very bad readers, and very bad grammarians, so far as speaking and writing were concerned; many of them had never studied Grammar, and such of them as had done so, although perfectly competent to parse correctly, made constant mistakes in ordinary conversation. Of Geography, the greater part knew literally nothing; and committing their thoughts to writing was a work of the greatest difficulty to all. In these respects also much has been done; the facility in Composition which many have acquired by practice has delighted them, and it is now a favourite occupation, and one whose utility is generally acknowledged.

The result, therefore, of our proceedings during the past year, is the decided and marked improvement of more than one hundred Teachers, who are in all respects better qualified than formerly to discharge their duties systematically and effectually.

I repeat the expression of my regret that the improvement has not been greater, and I shall endeavour to point out what I conceive to be the difficulties in the way of this more desirable result, and what the remedies.

1st. The Model and Training Schools should be entirely independent of each other. At present I have to attend to both, and since exercise in the art of teaching is of greater importance to the Teachers than anything else, it follows that I must neglect the Training School in order to pay proper attention to the Model School.

It is evident that there ought to be a Master for each School.

2d. The very short period during which the Teachers attend.

In England 12 or 18 months are not considered too much, and there certainly does not appear to be any good reason (with the exception of a financial one) for considering ten weeks as sufficient in this Province.

3d. The very ineffective state of the Schools which I have had to work with as Model Schools.

Mr. Moore's, the best I have had, required a great deal of drilling before I could get it into good working order, and so soon as I had effected this it was withdrawn.

Mr. Denton's succeeded,—fresh pupils and with them fresh Teachers. I had consequently a double task to perform; first, to drill Mr. Denton and his pupils; and secondly, to drill the Teachers. When I had succeeded in this Mr. Denton's School

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was withdrawn ; fresh Teachers admitted, and for *five weeks* I had no Model School at all. Then came the Madras School, containing 100 boys, belonging to a much lower class than those I had previously had to deal with, and necessarily much more difficult to manage. The School Room provided for me here will not hold more than 50 boys,—the attendance averages 75. I had consequently to divide the boys and to divide the Teachers ; some of each attend in my School and the rest in the Madras School, and I am compelled to superintend the teaching in each. I consider that a good Model School, in immediate connection with the Training School, is one of the most important elements of success. I beg leave most respectfully, and at the same time most earnestly, to call the attention of the Honorable Board to this point, and I regret that it is not in my power to point out any course which would succeed in obtaining one in this City, without interfering with the existing Parish Schools.

4th. The great unfitness of some of the Teachers who attend.

Under the present system applications for admission to the Training School is made to the Secretary, who, in all probability, knows nothing whatever of the applicants, and who is guided solely by the Certificates and testimonials which they produce from their Trustees. These parties are admitted, and at the expiration of 10 weeks they, as a matter of course, receive the £5, Provincial allowance, which they are entitled to claim.

Now under a different regulation many of these parties ought to be refused admission, and as it appears to me that one of the chief objects of the Parish School Act is to weed out and to reject all unqualified Teachers, and to entrust the task of instruction to abler hands, I think that a preliminary inspection of all the Schools in the Province ought at once to be made, in order that every particular respecting each individual Teacher may be fully ascertained and registered, so as to enable the authorized officers to summon only such parties as appear deserving of an opportunity for improvement.

I am sensible that due regard must be paid to economy in carrying out the views of the Legislature, with respect to the required improvement in education. My wish is, that the very large sum annually expended for the purpose should be so expended as to produce the very best possible results ; and without, therefore, urging the adoption of all those measures which would doubtless increase the efficiency of the Training School, I shall briefly recapitulate those ameliorations which may easily be effected without increasing the expenditure.

1st. The same person *may* conduct the Model and the Training School ; but

The Model School must be in all respects an efficient one, composed of boys of a respectable class, who would be amenable to discipline, and whose parents would support the Master in his efforts to enforce it, and to benefit them. With a School of this description the training in the art of teaching would proceed systematically and well.

2d. The period of attendance *need* not be extended beyond ten weeks ; but

The qualifications of the Teachers for the 1st, 2d or 3d Class Certificates should be limited to the acquirement of a sound and practical knowledge of the elementary branches, and the Master of the Training School should alone decide upon their merits, and grant Certificates in accordance with their talent as imparters of that knowledge. He alone can judge of this, and he alone ought to decide.

The selection of the best Teachers to attend the Training School, and the consequent rejection of unfit persons, would necessarily improve the Parish Schools throughout the Province, and diminish the expense.

There is one more point to which I am anxious to direct attention ; I refer to the necessity of *competent* Inspection.

However well a Teacher may discharge his duties in the Training School, there is no security for his efficiency when placed in a School of his own ; there is no way of ascertaining the point but by inspection, and no means of controlling his proceedings, or of correcting whatever may be amiss, but by reporting his School to the Board.

Many of the Teachers who have obtained First Class Certificates complain that the fact of their having done so is a bar to their obtaining engagements.

The people say that as they are to receive £30 Provincial allowance, they must be content with a smaller contribution than heretofore from the Parish ; and if they urge

their having obtained a First Class Certificate as a recommendation, and as entitling them to be better remunerated, the people reply that a Second Class Teacher will do very well for them.

They also complain of the difficulty which they experience in carrying out the system they have acquired here, owing to the want of Books, Maps, Black Boards, and other apparatus, and the, in many instances, lamentable state of the School Houses.

I know of no means that can at present be employed to remedy these evils, arising as they do from the apathetic disregard of parents to the advantages of a good education for their children. There cannot be a doubt that if these parties were compelled by law to pay for a Teacher, they would then endeavour to get one of the very best description for their money; but as the case now stands, the cheapest man is also the best man, and is engaged accordingly.

Perhaps until some better plan could be brought into operation, a series of Lectures on the subject of Education, and in explanation of the views entertained by the Government, delivered throughout the Province by the person entrusted with the preliminary examinations above recommended, might be found productive of much good.

I have the honor to be, Gentlemen, your very obedient servant,

M. d'AVRAY.

Report from John Gregory, Esquire, Secretary to Provincial Board of Education, relative to the Parish Schools,

With various Returns, and the Auditor General's Report on his Accounts.

Fredericton, 15th March, 1849.

To the Honorable the Provincial Board of Education,

GENTLEMEN,—I beg to submit, agreeably to command, the following recapitulation of the proceedings of the Board, and a few observations naturally arising from them, in reference to the Act 10 Vict. chap. 56, for the improvement of the Parish Schools.

After the assumption by the Board of the duties devolved on them by the Act of Assembly, and my own appointment as Secretary, the correspondence already published was had by the late Lieutenant Governor, Sir William Colebrooke, which led to the appointment of M. d'Avray, Esquire, to the situation of Teacher of the Training and Model School in Fredericton, and the selection for use in our Parish Schools of the Books sanctioned by the Commissioners of National Education in Ireland. Circulars were also addressed to the late County Boards of Education, and to each of the Teachers who appeared to be in employment, with the view to secure a voluntary attendance of Teachers and Candidates at the contemplated Training School, instead of resorting to the compulsory powers conferred on the Board. And it may be here remarked, that all the Teachers and Candidates who have, up to this date, been trained, have voluntarily presented themselves, and that the correspondence in which I have thus been engaged has extended to upwards of 200 Teachers.

The first importation of Books arrived towards the end of October, 1847, and was immediately distributed among agents appointed for their sale in each County. The Accounts which accompany this recapitulation will show the state of the Funds voted by the Legislature for this service; and it is pleasing to be able to add, that there is every prospect of the money already granted (£1750) being found sufficient, on the conditions mentioned in the Act, to supply a suitable and cheap set of School Books and Maps for the use of the Parish Schools.

With respect to the Books themselves no special examination has as yet been instituted, nor report made on them by the Training Masters. Notwithstanding some defects, they are a valuable acquisition; and with a few additions, and one or two substitutions, the Parish Schools will be supplied with Text Books, which can leave little more to be desired by any Teacher.

Preparatory to the arrival of Mr. d'Avray, premises were obtained from the Justices of the Peace for this County, to be converted into a residence for the Teacher, and for

for the erection of a School House. The necessary alterations and erections were made under my superintendence, at a cost of £721 16 8. Some further improvements were effected during last summer, making a total expenditure of about £787 for this service. The sum of £100 voted by the Legislature has also been expended by Mr. d'Avray in furnishing the Teacher's residence. And it does not appear that any further expenditures for such matters will be required, unless, in the course of time, arrangements are made for the training of the Female Teachers, which might be accomplished by an addition to the present School House, or the erection of another building, neither of which methods would involve a greater sum than £250.

On a first review of the School Act, steps were taken towards framing some general regulations for the Schools, and also the Returns, Registers and Progress Tables mentioned in the Act. These were proceeded in as far as printing for more convenient examination and revision; but as the documents were intimately connected with the system of instruction which was about to be introduced, the Board postponed all further consideration of them until Mr. d'Avray's arrangements should be completed. A concise form of School Return was at a later period constructed, printed, and circulated, with a view to collect information on the following points: number and names of the children on the School Lists; their ages; the number of days each attended; and the total amount of the emoluments of the Teachers. The importance of the information thus sought to be collected in reference to future measures is too obvious to require any comment.

As it was foreseen that the Training and Model School premises could accommodate only a limited number of Teachers, the Board at an early period decided that transfers of School Licences from one Parish to another should be granted as formerly, and that the attendance of females at the Training School should be dispensed with. They were also of opinion that Licences to teach, limited to particular Parishes, should be granted to such female applicants as produced the usual Certificates of moral character, signed by a Clergyman or the Minister of the Communion to which the applicant belonged, and of competency, attested by two or more members of the late County Boards of Education, who were invited by Circular to undertake this duty.

Under these arrangements, 63 Licences were transferred from one Parish to another during the past year, and 17 females received Licences to teach in particular Parishes, with the proviso that the Licences are to be subject to all the regulations that may affect Licences granted before the passing of the present Parish School Act.

Mr. d'Avray arrived in January, 1848, and on 10th February formally opened the Training and Model School, by a public lecture, which has been printed, expressive of his own views of the duties of his establishment, and of the education or elementary instruction suitable to the Provincial youth.

As he has had, in other parts of the world, considerable experience, the Board have placed the necessary confidence in his talents and zeal, and have foreborne to make official inquiry into the system of instruction which he has now for upwards of a year been labouring to introduce. They have also intrusted the examination of the Teachers and Candidates, preparatory to their classification, to his discretion and judgment, with the general instruction that the specification of attainments made in the 11th section of the School Act, should be adhered to as regards the second and third classes; and that a very rigid exaction in reference to the highest branches of education should not be made in the case of those who were otherwise competent for first class Teachers. On this point the regulation established by the Board, and understood to have been acted on by Mr. d'Avray in granting his Certificates is, that the Teacher or Candidate, in addition to superior qualifications as a Second Class Teacher, possesses general intelligence and ability to impart thorough elementary instruction in some one or more of the special branches of knowledge prescribed by the law as the qualification of First Class Teachers.

The restriction of the extent of instruction to be imparted in the Model School, as announced by Mr. d'Avray, and his desire to avoid the establishment of a School which could be regarded as a rival to any of the existing institutions in the City, or would withdraw pupils from them, occasioned some difficulty in getting it up on an independent

independent footing. Parish School Teachers resident in Fredericton were therefore successively invited to attend,—themselves to undergo the prescribed course of training, and their Scholars to form a temporary Model School. This substitute, from the absence of complaint, appeared to answer the desired purpose for a time, but latterly an arrangement was made with the controlling authorities of the Madras School, by which the Scholars of that establishment now constitute the Model School. How far they may be fit for the Model School, or suited to Mr. d'Avray's views, I am not prepared to state, but in connection with the Parish School Act it must now be matter of regret that adequate steps were not taken in the first instance to establish an independent School, basing its claim to numbers on success in the race of usefulness.

Under the foregoing arrangements 80 Teachers and Candidates, as mentioned in the accompanying Schedule, have been trained, have received Certificates of competency, and been classed, at an expense of £374. Three or four others attended the prescribed period, but were not found entitled to such Certificates as warranted their being put on the list of qualified Teachers. Three others attended for a time and then voluntarily withdrew.

The pressure of Teachers and Candidates for admission to the Training School led the Board to entertain a recommendation and application on behalf of Mr. E. H. Duval, of the British School, established in Saint John, for his appointment as a Training Master in that City. Mr. Duval was thereupon invited to attend in Fredericton, and after being a short time in communication with Mr. d'Avray, received such a Certificate of knowledge of the system introduced, and of coincidence of opinion on the subject of Education, as induced the Board to appoint him to the charge of a subordinate Training School, to be established in Saint John. The regulations made on this behalf restrict Mr. Duval to the granting of Certificates for the second and third classes of Teachers, but permit such Teachers and Candidates as he thinks may prove themselves entitled to First Class Certificates, to transfer themselves to the Fredericton School, there to undergo a portion not less than four weeks of the prescribed period of training, and their final examination.

The total number of Teachers and Candidates who have attended Mr. Duval's establishment is 46. Of these 28 have been certified as to competency and classed; 2 others have completed their period of training, and 13 are now in attendance. 3 voluntarily withdrew. The amount of allowances under the School Act to those who have completed their period of attendance is £150.

Although Mr. Duval has been able to report very favourably of several of the Teachers and Candidates who have attended him, none of them have availed themselves of the privilege of transferring themselves to the School in this City.

In the absence of any Report from Mr. Duval shaped for communication to the Legislature, it cannot be out of place to recall to remembrance the great pains he appears to take in the instruction of the Teachers who attend him, by the appointment of exercises, and by personal communication at stated periods, when unembarrassed by the presence of the ordinary Scholars, as well as the terms of high commendation in which several of the Teachers have spoken of his talents, industry and zeal.

To promote the efficiency of the Training Schools the Board availed themselves of the accidental omission of credit for the drawback allowed on the importation of School Books in 1847, to establish the nucleus at least of a suitable Library for the Training School in Fredericton, and at a later period appropriated £25 for the same purpose towards the School in Saint John. The Books were selected by the respective Teachers, and form a body of valuable information. When to these are added some of a more strictly professional nature, access to these Libraries, small though they must necessarily be, cannot fail to be highly prized by every Teacher and Candidate who is animated by professional ambition; and the hope does not appear vain, that some of them will make considerable sacrifices to obtain a few similar books for their own private use.

The Parish School Act requires certain Returns and Accounts to be laid before the Legislature, I therefore present the following for this purpose, as well as to afford that information which it is desirable should be made public.

- 1st. Schedule of Teachers and Candidates who have passed the Training Schools.
- 2d. An Account of payments to Teachers and Candidates who have attended the Training Schools.
- 3d. An Account of payments and receipts connected with the Parish School Books.
- 4th. An Account of miscellaneous disbursements.
- 5th. A General Account shewing the balance of money in my hands.
- 6th. An Abstract of the Accounts of Agents appointed to sell the Parish School Books.
- 7th. A General Account shewing the profit and loss connected with the Parish School Books.
- 8th. An Abstract Statement of the Parish Schools certified by the several General Courts of Sessions.

As the present Parish School Act is to become the subject of Legislative inquiry, I beg in conclusion to submit the following recapitulation of the actual and estimated future expenditure on account of the whole service:—

Expenditures for Training and Model School Premises, Outfit of Teacher and Libraries.

School premises in Fredericton,	£721	16	9
Do. Accounts not yet audited, say	65	0	0
Furniture for Teacher's residence,	100	0	0
Outfit, &c., of Mr. d'Avray,	311	1	2
Library for Saint John Training School,	25	0	0
Do. the Fredericton School,	49	12	8
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Total, say	£1,272	10	7

The whole of the above (with the exception of about £40) has been paid, and the expenditure has not to be repeated.

Books.—The Legislative Grants for this service amount to £1,750 0 0

The amount drawn from the Treasury is £1,716 13 4. The advance put on the Books, Maps, &c., is sufficient to cover all expenses. The Funds, therefore, can be diminished only by gratuitous Grants, and unpunctuality in the Selling Agents.

Annual expenditure for each of the three ensuing years.

Salary of the Teacher in Fredericton,	£200	0	0
Do. do. St. John, in addition to what he may receive by Legislative Grant, as being connected with the British School,	100	0	0
Salary of the Secretary of the Board,	100	0	0
Contingent expenditures, say	50	0	0

The number of Teachers actually required for the Provincial Service does not exceed 600, inclusive of a number sufficient to secure the easy supply of vacancies occasioned by permanent and temporary retirement from office, and other casualties.

The two establishments now in operation could train in three years from this date, those of that number that remain untrained at the rate of about 166 per annum, or 83 to each School. Allowing the average expenditure on account of each Teacher and Candidate to be £4, which it is believed, when the system of instruction is perfected, could be reduced, the annual expenditure for this part of the service would be at the rate of

.....	664	0	0
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Total,	£1,114	0	0

Should the appointment of Inspectors be made, the annual expenditure, allowing £50 for contingencies, would be raised to ... £1,564 0 0

The former amount is about 10 per cent. on the sum annually drawn from the Treasury on account of the Parish Schools; but it is highly probable that in addition to the training of the Teachers, and the preparation for that change which must ultimately be adopted, nearly the whole amount would be saved by the prevention of the establishment and maintenance of permanent Schools under questionable circumstances.

All which is most respectfully submitted.

J. GREGORY.

[No. 1.]

SCHEDULE OF TEACHERS AND CANDIDATES*Who have passed the Training Schools and received Certificates of competency.***FREDERICTON TRAINING SCHOOL.**

Names.	Teacher or Candidate.	Residence when Applicant.	Amount paid.	Rank or Class.	County for which Licenced.
Rachel Martin,	T.	York,	£5 0 0	First Class,	Queen's.
David Bates,	...	Queen's,	5 0 0	Second Class,	Saint John.
Stephen Estabrooks,	...	Sunbury,	5 0 0	First Class,	King's.
Robert Forbes,	...	King's,	4 10 0	Do.	Carleton.
James M'Coy,	...	Carleton,	5 0 0	Second Class,	Charlotte.
John Barry,	...	King's,	5 0 0	First Class,	Do.
William Mackintosh,	...	York,	5 0 0	Second Class,	Westmorland.
David Horsman,	...	Westmorland,	5 0 0	First Class,	York.
Cornelius Flower,	...	Queen's,	5 0 0	Second Class,	Queen's.
Joseph M'Donald,	...	Do.	5 0 0	Do.	York.
John Lynch,	...	York,	5 0 0	Do.	Do.
James Laird,	...	Do.	5 0 0	Do.	Charlotte.
Timothy Hart,	...	Do.	4 0 0	Do.	York.
Aaron S. Hartt,	...	Do.	5 0 0	First Class,	Do.
John Moore,	...	Do.	5 0 0	Second Class,	Queen's.
Richard Holmes,	...	Sunbury,	5 0 0	Third Class,	Saint John.
Robert M'Cann,	C.	Saint John,	5 0 0	Second Class,	King's.
David, Hasson,	T.	Queen's,	5 0 0	Do.	Charlotte.
Peter Brennan,	...	King's,	5 0 0	Do.	Do.
Thomas Quinn,	C.	Charlotte,	5 0 0	Do.	Saint John.
John M'Intosh,	T.	King's,	5 0 0	First Class,	Do.
Thomas E. Carter,	...	Saint John,	5 0 0	Second Class,	Northumberland.
John W. Loane,	C.	Do.	3 10 0	Do.	Charlotte.
George M'Neil,	T.	Northumberland,	3 10 0	Do.	York.
Daniel Morrison,	...	Charlotte,	3 10 0	Do.	King's.
Alexander M'Lauchlan,	...	Carleton,	4 0 0	Second Class,	Queen's.
George Munro,	...	King's,	4 0 0	Do.	Sunbury.
Henry A. Vradenburgh,	...	Queen's,	4 0 0	First Class,	Charlotte.
William Calnek,	...	Sunbury,	1 10 0	Do.	Saint John.
Andrew Munro,	C.	Charlotte,	0 0 0	Do.	Carleton.
William Mills,	T.	Saint John,	5 0 0	Second Class,	Sunbury.
Enoch Barker.	C.	Sunbury,	5 0 0	Do.	York.
John Skinner,	...	Do.	5 0 0	First Class,	Do.
Mark Neville,	...	York,	5 0 0	Second Class,	Sunbury.
Solomon Denton,	T.	Do.	5 0 0	Do.	Saint John.
Thomas B. Barker,	C.	Sunbury,	5 0 0	Do.	Charlotte.
Thomas Connor,	T.	Saint John,	5 0 0	Do.	Do.
James M'Connachie,	...	Charlotte,	4 0 0	First Class,	York.
John M'Leod,	...	Do.	4 0 0	Do.	Charlotte.
Daniel M'Curdy,	...	York,	4 0 0	Second Class,	Carleton.
Timothy Harley,	...	Charlotte,	5 0 0	Do.	York.
Charles S. Appleby,	C.	Carleton,	5 0 0	Do.	Charlotte.
James A. Mullin,	...	Queen's,	5 0 0	Do.	York.
James Brown,	T.	Charlotte,	5 0 0	First Class,	Charlotte.
Charles M'Guire,	C.	Do.	5 0 0	Third Class,	Do.
Robert Lee,	T.	Saint John,	5 0 0	Second Class,	Saint John.
John Lawler,	C.	Northumberland,	3 10 0	Do.	Northumberland.
John O'Mar,	T.	Queen's,	2 10 0	First Class,	Queen's.
Thomas M. M'Lachlan,	...	King's,	5 0 0	Do.	King's.
George Johnston,	...	Sunbury,	5 0 0	Do.	Westmorland.
Thomas O'Corcoran,	...	Westmorland,	5 0 0	Second Class,	Northumberland.
William Russell, Junior,	...	Northumberland,	4 10 0	First Class,	Charlotte.
Donald Livingstone,	C.	Charlotte,	5 0 0	Do.	Albert.
Isaiah Wallace,	T.	Westmorland,	5 0 0	Do.	Westmorland.
William King,	...	Do.	5 0 0	Do.	King's.
William Johnson,	...	King's,	5 0 0	Do.	Queen's.
Alexander Machum,	...	Queen's,	5 0 0	Do.	York.
Jonas Clarkson,	...	York,	5 0 0	Do.	Westmorland.
Joseph Dixon,	...	Westmorland,	5 0 0	Do.	York.
Thomas O'Kane,	...	York,	5 0 0	Do.	

FREDERICTON TRAINING SCHOOL.—Continued.

Names.	Teacher or Candidate.	Residence when Applicant.	Amount paid.	Rank or Class.	County for which Licenced.
Alexander M'Lean,	T.	Queen's,	£5 0 0	Second Class,	Queen's.
John Cutten,	...	Carleton,	5 0 0	Do.	Carleton.
Duncan M'Dougall,	...	Do.	5 0 0	Do.	
James Morris,	...	York,	5 0 0	Do.	York.
John M'Namara,	C.	Do.	5 0 0	Third Class,	Do.
Luke Byron,	...	Northumberland,	5 0 0	First Class,	Northumberland.
Robert Graham,	T.	York,	5 0 0	Do.	York.
Alexander Mitchell,	...	Northumberland,	4 10 0	Do.	Northumberland.
Ivory Kilburn,	...	Carleton,	5 0 0	Do.	
John M'Garrigle,	...	Charlotte,	5 0 0	Do.	Charlotte.
John H. Traynor,	...	Sunbury,	5 0 0	Do.	Sunbury.
Thomas Vezey,	C.	King's,	5 0 0	Second Class,	King's.
William A. Houghton,	T.	Carleton,	5 0 0	Do.	
George Taylor,	C.	Sunbury,	5 0 0	Do.	
E. W. Patterson,	T.	York,	5 0 0	Third Class,	
Jacob Ferguson,	...	Kent,	4 10 0	First Class,	Kent.
Samuel Macky,	C.	York,	5 0 0	Do.	York.
Burke Archibald,	T.	Northumberland,	5 0 0	Second Class,	Northumberland.
George Stickney,	...	Carleton,	5 0 0	First Class,	Carleton.
James Mills,	...	Sunbury,	5 0 0	Second Class,	
George Johnston,	C.	York,	5 0 0	Do.	

SAINT JOHN TRAINING SCHOOL.

James Johnston,	C.	Northumberland,	£5 0 0	Second Class,	Northumberland.
William Keane,	T.	Saint John,	5 0 0	Do.	
James Gooldrup,	...	Queen's,	5 0 0	Do.	
John Baird,	C.	Saint John,	5 0 0	Third Class,	
Michael Tunney,	...	Do.	5 0 0	Second Class,	
John Herrington,	T.	Do.	5 0 0	Do.	
John Finan,	C.	King's,	5 0 0	Do.	King's.
Lawrence O'Regan,	...	Albert,	5 0 0	Do.	
Daniel Larkin,	T.	Charlotte,	5 0 0	Do.	
William Kearney,	C.	King's,	5 0 0	Do.	
Patrick Fitzgerald,	...	Westmorland,	5 0 0	Do.	
William Wier,	T.	King's,	5 0 0	Do.	
James Wallis,	C.	Do.	5 0 0	Do.	
John Curran,	T.	Northumberland,	5 0 0	Do.	
James Ritchie,	...	Saint John,	5 0 0	Do.	
William A. Moore,	C.	Queen's,	5 0 0	Do.	
John Moore,	T.	King's,	5 0 0	Do.	
Mathew A. Wall,	C.	Westmorland,	5 0 0	Do.	
Daniel M'Kiel,	...	King's,	5 0 0	Third Class,	
Hugh Copley,	T.	Charlotte,	5 0 0	Second Class,	
Victor Gibson,	C.	Saint John,	5 0 0	Do.	
Ezekiel C. Wilson,	T.	Queen's,	5 0 0	Third Class,	
George Snowball,	C.	Westmorland,	5 0 0	Second Class,	
Patrick M'Brairty,	T.	King's,	5 0 0	Do.	
Robert Williams,	C.	Saint John,	5 0 0	Do.	
John Walsh,	...	Do.	5 0 0	Do.	
James Murray,	T.	Charlotte,	5 0 0	Do.	
William W. Anderson,	...	Saint John,	5 0 0	Do.	

RECAPITULATION.

Fredericton School.	1st Class.	2d Class.	3d Class.	Unclassed.	Total.
Teachers,	34	26	1	1	62
Candidates,	4	12	3	—	19
<i>Saint John School.</i>					
Teachers,	—	12	1	—	13
Candidates,	—	13	2	—	15
Totals,	38	63	7	1	109

Each individual, after being classed as a Teacher, is entitled to his Licence on application specifying the County for which he wishes it to be issued.

J. GREGORY.

[No. 2.]

The Provincial Board of Education in Account with John Gregory,

For the following Amounts paid to the undermentioned Teachers and Candidates attending the Training School in Fredericton under the Parish School Act, 10th Victoria, cap. 56.

1848.		DR.					
March	28.	To Miss R. Martin,	per Voucher No. 1,	....	....	£5	0 0
May	9.	James M'Coy,	"	2,	....	4	10 0
"	"	David Bates,	"	3,	....	5	0 0
"	"	Robert Forbes,	"	4,	....	5	0 0
"	"	Cornelius Flower,	"	5,	....	5	0 0
"	"	David Horsman,	"	6,	....	5	0 0
"	"	Joseph M'Donald,	"	7,	....	5	0 0
"	"	John Barry,	"	8,	....	5	0 0
"	"	William MacIntosh,	"	9,	....	5	0 0
"	"	John Lynch,	"	10,	....	5	0 0
"	"	Timothy Hart,	"	11,	....	5	0 0
"	"	James Laird,	"	12,	....	5	0 0
"	10.	A. S. Hartt,	"	13,	....	4	0 0
"	"	John Moore,	"	14,	....	5	0 0
"	12.	Robert M'Cann,	"	15,	....	5	0 0
"	"	R. Holmes,	"	16,	....	5	0 0
"	13.	S. Estabrooks,	"	17,	....	5	0 0
"	16.	D. Hasson,	"	18,	....	5	0 0
"	17.	P. Brennan,	"	19,	....	5	0 0
"	"	Thomas Quinn,	"	20,	....	5	0 0
"	19.	J. M'Intosh,	"	21,	....	5	0 0
"	25.	Thomas E. Carter,	"	22,	....	5	0 0
June	2.	J. W. Loane,	"	23,	....	5	0 0
July	4.	H. A. Vradenburgh,	"	24,	....	4	0 0
"	"	George M'Niel,	"	25,	....	3	10 0
"	"	Daniel Morrison,	"	26,	....	3	10 0
"	"	George Munro,	"	27,	....	4	0 0
"	"	A. M'Lauchlan,	"	28,	....	3	10 0
"	6.	W. A. Calnek,	"	29,	....	4	0 0
"	"	A. Munro,	"	30,	....	1	10 0
"	13.	J. Wedderburn,	"	31,	....	3	0 0
"	15.	Thomas B. Barker,	"	32,	....	5	0 0
"	"	John Skinner,	"	33,	....	5	0 0
"	"	Enoch Barker,	"	34,	....	5	0 0
"	"	Solomon Denton,	"	35,	....	5	0 0
"	"	Mark Neville,	"	36,	....	5	0 0
"	19.	James M'Connachie,	"	37,	....	5	0 0
"	"	Thomas Connor,	"	38,	....	5	0 0
"	22.	John M'Leod,	"	39,	....	4	0 0
"	28.	Daniel M'Curdy,	"	40,	....	4	0 0
"	29.	Timothy F. Harley,	"	41,	....	4	0 0
August	4.	Charles Appleby,	"	42,	....	5	0 0
"	5.	James A. Mullin,	"	43,	....	5	0 0
"	12.	James Brown,	"	44,	....	5	0 0
"	"	Charles Maguire,	"	45,	....	5	0 0
"	14.	Robert Lee,	"	46,	....	5	0 0
"	"	John Lawler,	"	47,	....	3	10 0
October	24.	John O'Mar,	"	48,	....	2	10 0
"	31.	Thomas M'Lachlan,	"	49,	....	5	0 0
Novem.	8.	Thomas O'Corcoran,	"	50,	....	5	0 0
"	9.	George Johnston,	"	51,	....	5	0 0
<i>Carried forward,</i>						....	£233 10 0

		<i>Brought forward,</i>				£233	10	0
Novem. 15.	To Wm. Russell, Jun.,	per Voucher No. 52,	....	....	....	4	10	0
" 22.	Joseph Dixon,	" " 53,	....	....	....	5	0	0
" "	Thomas O'Kane,	" " 54,	....	....	....	5	0	0
" "	Jonas Clarkson,	" " 55,	....	....	....	5	0	0
" "	Alexander Machum,	" " 56,	....	....	....	5	0	0
" "	William Johnson,	" " 57,	....	....	....	5	0	0
" "	Alexander M'Lean,	" " 58,	....	....	....	5	0	0
" "	John Cutten,	" " 59,	....	....	....	5	0	0
" "	Duncan M'Dougall,	" " 60,	....	....	....	5	0	0
" "	William King,	" " 61,	....	....	....	5	0	0
" "	Isaiah Wallace,	" " 62,	....	....	....	5	0	0
" "	John M'Namara,	" " 63,	....	....	....	5	0	0
" "	James Morris,	" " 64,	....	....	....	5	0	0
" "	Donald Livingston,	" " 65,	....	....	....	5	0	0
Decem. 9.	Luke Byson,	" " 66,	....	....	....	5	0	0
" 19.	Robert Graham,	" " 67,	....	....	....	5	0	0
" "	A. Mitchell,	" " 68,	....	....	....	4	10	0
1849.								
January 30.	John H. Traynor,	" " 69,	....	....	....	5	0	0
" "	John M'Garrigle,	" " 70,	....	....	....	5	0	0
" "	Ivory Kilburn,	" " 71,	....	....	....	5	0	0
" "	Thomas Veysey,	" " 72,	....	....	....	5	0	0
" "	George T. Taylor,	" " 73,	....	....	....	5	0	0
" "	William A. Haughton,	" " 74,	....	....	....	5	0	0
" "	E. W. Patterson,	" " 75,	....	....	....	5	0	0
" "	Robert Moody,	" " 76,	....	....	....	5	0	0
" 31.	Jacob Ferguson,	" " 77,	....	....	....	4	10	0
February 2.	Burke Archibald,	" " 78,	....	....	....	5	0	0
" "	Samuel Mackay,	" " 79,	....	....	....	5	0	0
" "	George Stickney,	" " 80,	....	....	....	5	0	0
" 7.	George A. Johnston,	" " 81,	....	....	....	5	0	0
" "	James J. Mills,	" " 82,	....	....	....	5	0	0
" "	Michael O'Connor,	" " 83,	....	....	....	5	0	0
					£392	0	0	

For the following Amounts paid to the undermentioned Teachers and Candidates attending the Saint John Branch Training School.

1848.								
October 3.	To James Johnston,	per Voucher No. 84,	....	....	....	£5	0	0
" 26.	William Keane,	" " 85,	....	....	....	5	0	0
Novem. 14.	J. F. Gooldrup,	" " 86,	....	....	....	5	0	0
" 20.	John Baird,	" " 87,	....	....	....	5	0	0
" "	Michael Tunney,	" " 88,	....	....	....	5	0	0
" "	John Herrington,	" " 89,	....	....	....	5	0	0
" "	John Finnan,	" " 90,	....	....	....	5	0	0
" 28.	L. O'Regan,	" " 91,	....	....	....	5	0	0
" "	William Kearney,	" " 92,	....	....	....	5	0	0
" 27.	Daniel Larkin,	" " 93,	....	....	....	5	0	0
" 29.	Patrick Fitzgerald,	" " 94,	....	....	....	5	0	0
Decem. 14.	William Wyer,	" " 95,	....	....	....	5	0	0
" "	James Wallis,	" " 96,	....	....	....	5	0	0
" "	John Curran,	" " 97,	....	....	....	5	0	0
" 28.	James Ritchie,	" " 98,	....	....	....	5	0	0
1849.								
January 10.	William A. Moore,	" " 99,	....	....	....	5	0	0
" 13.	Matthew Wall,	" " 100,	....	....	....	5	0	0
<i>Carried forward,</i>					£85	0	0	

		<i>Brought forward,</i>				£85	0	0
January 13.	To	John Moore,	per Voucher No. 101,	....	5	0	0
" 18.		Hugh Copley,	" 102,	....	5	0	0
" "		Daniel M'Keel,	" 103,	....	5	0	0
" 24.		Victor Gibson,	" 104,	....	5	0	0
" 25.		E. C. Wilson,	" 105,	....	5	0	0
" 27.		George Snowball,	" 106,	....	5	0	0
February 2.		Robert Williams,	" 107,	....	5	0	0
" "		Patrick M'Brairty,	" 108,	....	5	0	0
" 5.		John Walsh,	" 109,	....	5	0	0
" 15.		James Murray,	" 110,	....	5	0	0
" 16.		W. W. Anderson,	" 111,	....	5	0	0
					<hr/>			
					£140	0	0	
					<hr/>			
To Amount paid Teachers trained in Fredericton under Mr. d'Avray,					£392	0	0	
Do.	do.	do.	Saint John under Mr. Duval,	....	140	0	0
					<hr/>			
					£532	0	0	

1848.		Cr.					
May 16.	By	Warrant on the Treasurer, No. 275,	....	£110	0	0	
July 10.	Do.	do. 413,	....	120	0	0	
Novem. 1.	Do.	do. 551,	....	150	0	0	
1849.							
January 4.	Do.	do. 620,	....	100	0	0	
					<hr/>		
					480	0	0
					<hr/>		
Balance due J. Gregory on this Account,					£52	0	0
					<hr/>		

E. & O. E.

Fredericton, 20th February, 1849.

J. GREGORY,
Secretary to Prov. Board of Education.

Sworn before me at Fredericton, this 28th day of February, 1849.
JAMES TAYLOR, J. P.

Audit Office, March 1, 1849.

The above Account of the Secretary to the Provincial Board of Education, is correctly made up and vouched, and duly sworn to.

F. P. ROBINSON.

The Provincial Board of Education in Account with J. Gregory, on Account of Parish School Books.

1847.		Debit.					
Oct. 30.	To	paid Garrison and M'Masters for cartage, &c.,	....	£1	0	0	
" "		Personal expenses to, from and at Saint John,	....	2	0	0	
Nov. 4.		Central Bank for Bill of Exchange £793 18 6 stg.,	....	965	18	10	
" 9.		to pay for importation of 1847,	....	2	10	0	
1848.							
Jan. 23.		W. Kelly carriage of Books to Northumberland,	....	7	0	0	
Feb. 4.		W. End, Esquire, carriage of Books to Bathurst,	....	1	5	0	
Mar. 31.		J. and A. M'Millan assorting, packing and forwarding to Agents,	....	11	10	5	
July 10.		Messieurs H. Chubb and Co. on account of Stock of Books purchased from them,	....	100	0	0	
					<hr/>		
<i>Carried forward,</i>					£1,091	4	3

		<i>Brought forward,</i>				£7 8 0
June 1.	To paid James M'Lauchlan, Adv. Woodstock Telegraph,	....	....	....	....	0 16 3
Aug. 29.	William Till, do. New Brunswicker,	....	....	....	....	0 4 3
July 7.	Bailey and Day, do. Saint John Albion,	....	....	....	....	0 11 10
Oct. 2.	Christian Visitor, and Saint John Mail,	....	....	....	....	3 0 0
Nov. 2.	Hugh Hainey, attendance six months,	....	....	....	....	4 0 0
Dec. 27.	Philip Schleyer, Bells, &c. to premises,	....	....	....	....	3 7 0
1849.						
Jan. 15.	M d'Avray, Esquire, Freight of Books, &c.,	....	....	....	....	0 5 0
Feb. 24.	Thomas Hill, advertising in the Loyalist,	....	....	....	....	1 1 0
" 28.	Hugh Hainey, sawing wood,	....	....	....	....	1 13 3
Mar. 7.	Joseph Gaynor, for sundries,	....	....	....	....	5 1 5½
" "	Henry S. Beek, Stationery delivered to Mr. d'Avray,	....	....	....	....	2 8 6
" "	Do. For Minute Book and Stationery,	....	....	....	....
						<u>£29 16 6½</u>

The original Account, of which the above is a copy, is correctly made up, vouched and sworn to by Mr. Gregory.

Audit Office, March 15, 1849.

F. P. ROBINSON.

[No. 5.]

The Provincial Board of Education in General Account with J. Gregory.

To Balance of account of payments to Teachers and Candidates attending the Training School under the Parish School Act,	£52 0 0
Amount of Miscellaneous expenditures,	29 16 6½
Balance due the Provincial Board of Education,	234 10 6
<u>£316 7 0½</u>	
By Balance in hand due on account of the Parish School Books,	£316 7 0½

Fredericton, 14th March, 1849.

J. GREGORY.

[No. 6.]

ABSTRACT

Of the Accounts of the Agents for selling the Parish School Books, Maps, &c. &c., under Act of Assembly, 10th Victoria, cap. 56.—Made up to 31st December, 1848.

No.	Agents' Names.	Amount consigned to Agents.	Reported amount of Sales.	Books delivered to order.	Reductions for Com'on. & expenses.	Am't. paid to Secretary of Board.	Amount of Debit of Agents.
1	W. T. Baird, Woodstock,	£64 12 3	15 13 9	..	1 13 4	14 0 5	48 18 6
2	A. S. Carman, do.	29 12 3	10 0 0	..	1 0 0	9 0 0	19 12 3
3	B. Beveridge, Andover,	27 1 9	5 0 9	..	1 2 1	3 18 8	22 1 0
4	A. Seeley, Oromocto,	49 7 6	9 0 9	..	1 1 4	7 7 6	40 18 8
5	W. F. Bonnell, Gagetown,	108 1 6	25 2 6	..	2 15 0	22 7 6	82 19 0
6	Samuel Foster, Kingston,	130 2 3	12 0 4½	..	1 9 0	10 11 4½	118 1 10½
7	M. S. Hannah, Saint Andrews,	132 11 3	36 11 1	..	4 6 10½	31 0 0	97 4 4½
8	A. W. Hill, Saint Stephen,	58 4 6	2 17 1½	..	0 12 0	2 5 1½	55 7 4½
9	R. Godfrey, Dorchester,	190 4 0	63 8 0	..	6 18 6	50 0 0	133 5 6
10	G. Calhoun, Hopewell,	49 19 6	6 8 6	..	..	..	49 19 6
11	R. Wark, Richibucto,						
	Consigned, £66 17 0½	14 14 6	14 14 6	..	2 17 0½	11 17 5½	..
	Transferred, 52 2 6½						
12	Thomas Powell, Richibucto,	52 2 6	2 15 0	..	0 5 6	2 9 6	49 7 6
13	A. Foster, Newcastle,	244 9 4½	15 18 16½	..	1 6 7	14 12 3½	228 10 6
14	G. H. Russell, Chatham,	57 12 7½	16 3 7½	..	2 3 7½	14 0 0	41 9 0
15	W. S. Smith, Dalhousie,	21 11 6	2 6 4½	..	1 4 8	1 0 0	19 6 10
16	William End, Bathurst,	53 17 9	..	..	..	..	53 17 9
17	Henry S. Beek, Fredericton,						
	Consigned, £378 5 3½	354 8 3½	69 4 1½	27 3 8	15 14 1	46 6 4½	265 4 2
	Transferred, 23 17 0 ½						
18	H. Chubb and Company, Saint John,	441 2 3	149 2 3	5 0 0	30 18 4	113 3 11	292 0 0
		<u>£2,079 15 6½</u>	<u>376 7 7</u>	<u>52 3 8</u>	<u>75 7 11½</u>	<u>354 0 1½</u>	<u>1,618 3 9½</u>

Fredericton, March 14, 1849.

J. GREGORY.

[No. 7.] *General Parish School Book Account, shewing Profit and Loss.*

DR.		
Amount paid for Books imported, 1847, ....	....	£965 18 10
Ditto ditto 1848, ....	....	616 13 4
Ditto Purchased of Messieurs Chubb and Company, ....	....	146 8 10
Expenses on these importations paid by the Secretary of the Board, ....	....	25 5 5
Books imported for the Fredericton Training School Library, and expenses, (£3 7s.,) ....	....	49 12 8
		£1,803 19 1
To profit (yet available) to balance, ....	....	*277 6 1½
		£2,081 5 2½

*To this amount may be added value of Books delivered as per contra, £51 11 7½, and value of Fredericton Library, £49 12 8, making a total profit of £378 10 5 to meet necessary gratuitous distributions, expenses and commissions.

CR.

By Drawback allowed by the Lords of the Treasury on importation of Books in 1847, (£47 18 1 Sterling,) ....	....	£57 9 8
Books delivered by H. S. Beek to Mr. d'Avray's Order, ....	....	24 8 10½
Books sent to Provincial Secretary of Nova Scotia, ....	....	2 14 9½
Books delivered by Messieurs Chubb and Company to Mr. Duval, ....	....	5 0 0
Books delivered by J. and A. M'Millan to Sir W. Colebrooke and the Secretary of the Board, ....	....	19 7 11½
Cash received by the Secretary from the selling Agents, ....	....	354 0 1½
Balances at the debit of the selling Agents after deducting expenses by Commission to date, ....	....	1,618 3 9½
		£2,081 5 2½

The Accounts of the Agents are in general rendered to 31st December, 1848. Those of the Secretary of the Board to the 14th March, 1849.

J. GREGORY.

[No. 8.]

ABSTRACT STATEMENT

Of the Parish Schools, certified by the several Courts of General Sessions of the Peace, in the year 1848.

County.	Number of Schools.	TEACHERS.		SCHOLARS.			Amount drawn from the Treasury.
		Male.	Female.	Male.	Female.	Total.	
York,	58	41	17	974	813	1787	£910 0 0
Saint John,	38	30	8	947	611	1458	811 16 1
Charlotte,	58	38	20	965	965	1930	840 0 0
Westmorland,	46	33	13	701	553	1254	1,190 0 0
Northumberland,	49	40	9	948	794	1742	820 0 0
Carleton,	41	35	6	603	628	1231	830 0 0
King's,	59	47	12	967	767	1734	1,243 0 0
Queen's,	49	43	6	682	464	1146	973 0 0
Kent,	37	27	10	460	449	909	690 0 0
Gloucester,	23	13	10	313	311	624	450 0 0
Restigouche,	13	8	5	176	187	363	200 0 0
Albert,	28	19	9	429	382	811	390 0 0
Sunbury,	22	14	8	346	301	647	423 6 8
	521	388	133	8511	7225	15,736	£9,771 2 9

Audit Office, 27th March, 1849.

Report upon the General Account Current of John Gregory, Esquire, with the Provincial Board of Education, on Account of Parish School Books.

October 30, 1847, to November 1, 1848.

Mr. Gregory charges the following payments:—

To the Central Bank for Bills of Exchange for £1,293 18 6 Sterling, to pay for importations of School Books,	£1,582 12 2
To Messrs. Chubb and Company, for Books purchased from them,	146 8 10
To paid Insurance, transport, and packing charges, &c.,	25 5 5
	<hr/> £1,754 6 5

He credits,

Warrants for Grants of the Legislature to procure Books, In 1847,	£1,000 0 0
1848,	716 13 4
	<hr/> £1,716 13 4
Receipts from Agents for selling Parish School Books,	354 0 1½
	<hr/> 2,070 13 5½

And he shews a balance in hand on this Account of £316 7 0½

The Account is sworn to, correctly made up, and vouched.

F. P. ROBINSON.

PROVINCIAL LUNATIC ASYLUM.

Report from Doctor Peters, Superintendent of the Provincial Lunatic Asylum, for the Year 1848.

Saint John, 1st January, 1849.

SIR,—Agreeably to the course which I have always pursued since the establishment of the Provincial Lunatic Asylum, I beg leave most respectfully to submit for the information of His Excellency the Lieutenant Governor an account of the number of admissions into the Asylum during the year just ended, together with the result of the treatment, and such other remarks upon the management of the Institution as I may feel called upon to make.

In the first place I have to congratulate the Province at large in now possessing a Lunatic Asylum which, so far as its present extent is concerned, is second to none on this Continent. I most diligently inspected and carefully observed everything that was worth copying in the United States, previously to adopting the plan of the present building, and I have since its erection again visited most of the Institutions there, for the purpose of making ours as complete as all modern improvements would enable us to do. I deeply regret that the whole of our building was not carried out as originally designed; but, even in its present state, I have not the slightest hesitation in asserting that we can afford far better accommodation to all those persons belonging to this Province who for a long time have been placed in the Lunatic Asylums of the United States, than they can possibly get or ever have had there. I admit most fully that we owe a deep debt of gratitude to the M'Lean Asylum at Boston, under the able superintendence of Dr. Bell, for the care and attention bestowed upon those we have sent there, but at the same time I maintain that the habits of the people are so entirely at variance with those of the better class in this Province, as to be a chief cause why so few that have been sent there have ever been restored. The history of their Institutions shews that where a man's condition is improved by removal to an Asylum, he recovers, that is where he has more comforts and more care than he has at home; but take a man who has been used to live like a gentleman in one of the Provinces, and place him in a Lunatic Asylum in the United States, and how is he situated? He is not associated exclusively with those of his own class, but with others that he has never been in the habit of mixing with; he is also on an equality with what is called his attendant, and is rather required to make a companion of him, and even to look up to him; and a lady is similarly circumstanced. This attendant, whether male or female, according to the sex of the patients, although performing all the duties of a menial, is placed over the patients as a master or a mistress, and any disrespect shewn to them is visited upon the patient with temporary punishment. No one of this class of patients can understand or tolerate a servant who performs all menial duties sitting down to eat with them, and in all other respects put upon a perfect equality, and as a matter of course taking occasionally advantage of their situation to exercise a little arbitrary authority; it serves to irritate and annoy them, and I have been told by patients in the Asylum that it is one of the chief causes of unhappiness and discontent among them. Of course we shall take care that no such evil shall exist in our Asylum.

It becomes my chief duty now to report for the information of His Excellency, the number of admissions into our Asylum during the year just past, and the result of the treatment.

	Males.	Females.	Total.
There were in the Asylum 1st January, 1848,	50	42	92
Admitted in 1848, 	41	23	64
	91	65	156
			Discharged

Discharged during the year—						Male.	Female.	Total.
Recovered,	....	....	....	....	....	37	17	54
Improved,	....	....	....	....	....	1	0	1
To friends unimproved,	....	....	....	....	....	1	2	3
Died,	....	....	....	....	....	4	3	7
						43	22	65
Remaining 31st December, 1848,						48	43	91
Largest number during the year, 109:						Smallest, 86.	Average for 1845, 72:	
do. 1846, 78:						do. 1847, 84:	do. 1848, 97.	

I have to regret that the Members of the Legislature have not generally visited the new Asylum and thoroughly inspected it. It is an Institution which reflects the greatest credit upon the liberality of the Province, and it is essential to its welfare that a strong interest should be taken in its good management. It is likewise a great inducement to all engaged in its affairs to have the visits, and if deserved, to receive the approbation of all those competent to judge of its efficiency. For my own part, I feel that a very heavy responsibility fell to my lot in the original design and subsequent carrying out of the building; but if I am to be left entirely to myself, a strong incentive to exertion will be lost. We all like to exhibit to our friends what we do even for ourselves, but we have a higher satisfaction in exhibiting any works to which our energies have been devoted for a nobler object.

I wish particularly to suggest the necessity of an appropriation for the erection of another separate building for noisy and dirty male patients. The money at the disposal of the Commissioners only enabled them to build one Lodge building for this class, which has been occupied by both sexes. This building is now quite full; and if money is not granted at the present Session of the Legislature, so as to have another Lodge building erected during the ensuing Summer, the result will be that the increase of this class of patients will render it necessary to occupy a portion of the main building with them, not only to the serious injury of the quiet and well conducted insane patients, but also to the building itself.

The Lodge building already erected belongs to the female department, and a similar one is required for the males; the cost would be two thousand pounds; and I am of opinion that its erection is indispensably necessary; indeed I do not see how the Institution is to be conducted satisfactorily without it.

I have the honor to be, Sir, your obedient servant,

GEO. P. PETERS, M. D.,
Superintendent Provincial Lunatic Asylum.

The Hon. John R. Partelow, Prov. Secretary.

Audit Office, 2d March, 1849.

Report upon the General Account Current of the Commissioners of the Provincial Lunatic Asylum for the Year 1848.

The Account is made up as follows:—

Expenditure, Quarter ending 31st March, 1848,	£420	4	3
Do. do. 30th June, “	408	18	8
Do. do. 30th Sept. “	427	3	11
Do. do. 31st Dec. “	856	8	4
Paid the Commercial Bank, Interest on advances made to meet expenses incurred in support of the Institution,	30	0	10
Total expenditure, per Account, in 1848,	£2,142	16	0
Carried forward,			

<i>Brought forward,</i>				....	£2,142 16 0
The Commissioners credit—					
Grants of 1848, received from the Treasury in May and July, 1848,	....	....	....	....	£1,000 0 0
Received one year's Board from friends of Samuel Clawson, Junior, an inmate,	....	....	....	12 10 0—	1,012 10 0
Due the Commissioners, per Account,	....	....	....	....	<u>£1,130 6 0</u>

The detailed Accounts were furnished and inspected quarterly; they are correctly made up and vouched. The charge for Interest is unvouched. The Account Current is correctly made up, and is signed by Commissioners Peters, Jack, and Ward. The detailed Accounts are all signed by Commissioner Peters, as Superintendent. None of the Accounts are sworn to.

The expenditure in 1848 may be classed as follows:—

Diet, Clothing, Fuel, removals to new Asylum, Furniture, and other Contingencies,	....	....	....	....	£1,672 11 2
Rent of site of Temporary Asylum,	....	....	....	....	70 4 0
Salaries—Medical Attendant,	....	....	....	....	150 0 0
Keeper, Matron, Under Keepers, &c.	....	....	....	....	220 0 0
Interest on advances,	....	....	....	....	30 0 10
					<u>£2,142 16 0</u>

F. P. ROBINSON.

Audit Office, 28th March, 1849.

Report upon the Account of the Commissioners for building the Lunatic Asylum.

This is the Account of Messieurs Peters, Jack, Ward, and Partelow, Commissioners for building the Provincial Lunatic Asylum, and may be classed as follows:—

Paid for Assignment of Lease,	....	....	....	£200 0 0
“ Designs, Plans, Specifications, Drawing Contract, and other professional services,	....	....	....	379 12 1
“ Ferrying,	....	....	....	5 0 0
“ Silver Trowel, £10: Sleepers, £2 7 6:	....	....	....	12 7 6
“ Expenses of procuring Fittings,	....	....	....	20 0 0
“ for Printing and Stationery,	....	....	....	5 0 10
“ for Copper Plate, and Engraving,	....	....	....	7 18 4
“ Expenses of laying the Corner Stone,	....	....	....	33 4 1
“ Otis Small in full for his Contract,	....	....	11,750 0 0	
“ one year's Rent of the Premises,	....	....	60 0 0	
					<u>£12,473 2 10</u>

They credit—

By Sums received from the Treasury, Grants of 1846-47-48,	12,500 0 0
---	------------

And shew a Balance in hand the 9th November, 1848, of	<u>£26 17 2</u>
---	-----------------

The Account is vouched, correctly made up, and signed by Commissioners George P. Peters, W. Jack, and John Ward.

A Supplementary Account from Otis Small, against the Commissioners, is annexed, for extra expenses completing the Contract, expenses incurred in procuring Furnaces, Fittings, &c., and for extra Mason and Carpenter's work; it is correctly made up, is endorsed by Commissioners Peters, Jack, and Ward, and amounts to £603 7 0

PROVINCIAL PENITENTIARY.

Report of the Commissioners of the Provincial Penitentiary,
Accompanying the Accounts for the Year commencing 1st January and ending 31st December, 1848.

No. 1. Is the Account of the expenditure in the completion of the Palisade Fence round a part of the Grounds of the Institution, and in the erection of another, the third tier of Cells, in the Male Prison, amounting to the sum of nine hundred and fifty one pounds seventeen shillings and two pence, with the Grants made for these special objects, nine hundred and ninety three pounds, leaving a balance unexpended of forty one pounds two shillings and ten pence, which appears at credit in Account No. 2.

No. 2. Is the Account of the general expenditure and receipts for the support of the Establishment, the former amounting to the sum of two thousand and thirty six pounds seventeen shillings and eight pence, which is thus classed, viz: Materials for the clothing of the prisoners, one hundred and eighty five pounds eight shillings and one penny; Provisions, six hundred and fifty four pounds thirteen shillings and two pence; Salaries of the different Officers, five hundred and fifty pounds twelve shillings; Horses and provender, seventy six pounds seventeen shillings and five pence; New Stoves furnished this year, forty five pounds nine shillings and six pence; Repairs on main building, forty nine pounds seventeen shillings; Materials for the manufacture of Bricks, Brushes and Corn Brooms, two hundred and eighty two pounds sixteen shillings and seven pence; and miscellaneous items, one hundred and ninety pounds three shillings and eleven pence. The receipts amount to the sum of one thousand nine hundred and fifty four pounds five shillings, derived from the following sources, viz: Balance on hand first January, 1848, thirty pounds sixteen shillings and four pence; Produce of Prison labor, four hundred and forty seven pounds twelve shillings and nine pence; Sale of a horse, ten pounds three shillings; Diet of Military Convicts, one hundred and twenty four pounds seven shillings and ten pence; Warrants on Treasury, one thousand three hundred pounds; and amount unexpended of Grants specially made for the erection of the Palisade Fence and another tier of Cells, forty one pounds two shillings and ten pence. The Account shews a balance due the Commissioners of eighty two pounds twelve shillings and ten pence.

No. 3. Is an Account shewing the number of Prisoners admitted into and discharged from the Prison during the year, and the mode of employment. The number of male prisoners in confinement on the first of January, 1848, were forty nine; admitted within the year, one hundred and twenty one; discharged during same period, one hundred and sixteen; leaving fifty four remaining at present date. The number of female prisoners on first of the year were twenty one; admitted during the year, one hundred and two; discharged, one hundred and eleven; leaving twelve in confinement at present time. On reference to this Account it will be seen that a very large proportion of the prison labor has been applied to the erection of the Fence and new Cells, thus rendering it unavailable towards the support of the Institution.

About two hundred and fifty thousand Bricks have been made the past Summer, and remain unsold at present time.

The manufacture of Corn Brooms has been introduced into the Prison this year, and the Commissioners are informed that attempts will be made to grow the Corn Brush in the Province the ensuing season.

Much difficulty has existed in finding suitable employment for the daily increasing number of prisoners during seasons when the manufacture of Bricks must be suspended; the limited sale for other articles of prison manufacture produce a large application of labor to those branches. The Commissioners having also in view the great advantage to the Province generally of instructing the convicts in a knowledge of various manufactures,

manufactures, inasmuch as upon their restoration to society they may carry the knowledge so required into remote parts of the Province, thus tending to the introduction of useful employment, have determined upon the introduction of a Carding Machine and Cloth Manufactory, with steam power; and have contracted for a small steam engine, with a view of applying the power also to the working of the Brick Mill, (which will save the labor of two horses, hitherto employed for that purpose,) and turning of a Lathe required for the manufacture of agricultural implements and Corn Brooms. Towards these objects a Grant has been made by the Executive of three hundred pounds; but this sum does not appear in the Accounts of the present year, not having yet been drawn from the Treasury.

The Commissioners also contemplate the erection of a brick building for the machinery and work rooms for the prisoners, great inconvenience having been experienced in the want of suitable apartments for the latter purpose; this will require, together with the machinery, a further Grant of five hundred pounds, and all the Bricks now on hand.

By the erection of a Manufactory for the coarser description of Woolen Cloths,—sale for which can be had to an unlimited extent,—the large exportation of the raw material now annually made from the Province will be in a great measure prevented, as well as the importation of large quantities of clothing,—the which must prove a great saving to the country.

Since the erection of the Palisade Fence no attempt at escape has been made, so far proving it sufficient for the object had in its construction; and the Commissioners have been enabled to discharge one of the Under Keepers, thus effecting a saving of seventy pounds per annum.

Upon the recommendation of His Excellency the Lieutenant Governor, a person has been appointed to the situation of Inner Guard, whose duty it is to watch by night within the Corridors of the Prison, as an additional security against combination among the prisoners in any attempt at escape.

The want of a Hospital connected with the Institution has been much felt this year. One inmate, attacked with small pox, had to be removed to the Hospital at Partridge Island, to prevent the spread of the disease, at considerable expense. The Commissioners would direct attention to the remarks made in the Reports of the past two years upon this subject.

They have also to state that the house now used as a female prison is an old wooden building, situated outside the Palisade Fence, temporally fitted for that purpose. The Commissioners are of opinion, rather than expend money in repairing this decayed building, it would be much better to erect a suitable brick building, placed within the new fence, but they do not consider they are warranted in carrying out these necessary improvements unless a special Grant is made for that service.

The Commissioners are of opinion that the sum of twelve hundred pounds, in addition to the Grant made by law, will be required for the maintenance of the Prison the coming year.

By Order of the Board.

JOHN WARD, *Chairman.*

Saint John, December 31, 1848.

No. 1.

Account shewing the expenditure by the Commissioners of the Provincial Penitentiary in completing a Palisade Fence around the Prison, and in erecting a third tier of Cells, during the Year ending 31st December, 1848, with the Grants received during same period on account of the same.

1848.

EXPENDITURE.

March 31,	To amount per Account No. 2, transmitted to the Executive, towards completion of the Fence around the Prison,	£272	16	9
	“ amount per Account No. 3, transmitted to the Executive, expenditure during the Quarter ending this date, towards the erection of a third tier of Cells,		62	19 5
June 30,	“ amount per Account No. 5, for the completion of the Fence around the Prison,		40	10 3
	<i>Carried forward,</i>		£376	6 5

		<i>Brought forward,</i>	....	....	....	....	£376	6	5
June 30,	To	amount per Account No. 6, expenditure during the Quarter ending this date, in the erection of the third tier of Cells,	....	....	....	....	187	8	6
Sept. 30,	"	amount per Account No. 7, expenditure during the Quarter ending this date, in the erection of the third tier of Cells,	....	....	....	....	159	5	6
Dec. 30,	"	amount per Account No. 10, expended during the Quarter ending this date, in completing the Cells,	....	....	....	....	228	16	9
							<hr/>		
							£951	17	2

1848.

RECEIPTS.

July 17,	By	Warrant on Treasury,	....	....	....	£750	0	0
Nov. 8,	"	Do. do.	....	....	....	243	0	0
						<hr/>		
						993	0	0
		Balance in hands of the Commissioners,	....	....	....	£41	2	10

Carried to credit of General Account.

(E. E.)

Saint John, December 31, 1848.

JOHN WARD, *Chairman.*

Samuel D. Berton maketh oath that he is Secretary to the Commissioners of the Provincial Penitentiary, and that the within is a true account of the expenditure and receipts by the Commissioners of the Provincial Penitentiary for the purposes therein stated.

SAM. D. BERTON.

Sworn before me this ninth day of February, 1849,
L. H. DEVEBER, J. P.

No. 2.

Account of expenditure by the Commissioners of the Provincial Penitentiary for the maintenance of the Institution, and receipts during the Year commencing 1st Jan. and ending 31st Dec. 1848.

1848.

EXPENDITURE.

Mar. 31,	To	amount of Account No. 1 for the support of the Prison during the Quarter ending this date,	....	....	....	£582	13	2
June 30,	"	amount of Account No. 4 for the maintenance of the Prison during the Quarter ending this date,	....	....	....	399	15	4
Sept. 30,	"	amount of Account No. 7 for same purpose during the Quarter ending this date,	....	....	....	391	4	7½
Dec. 30,	"	amount of Account No. 9 for like purpose during the Quarter ending this date,	....	....	....	663	4	7
		Transmitted to the Executive.				<hr/>		
						£2,036	17	8½

1848.

RECEIPTS.

Jan. 1,	By	balance per Account,	....	....	....	£30	16	4
Mar. 16,	"	Cash for 10 cwt. 3 qrs. 27 lbs. Oakum, picked over, @ 5s.,	....	....	....	2	15	0
31,	"	Net proceeds sales Brushes during Quarter ending this date,	....	....	....	16	4	9
Apr. 15,	"	Cash from Sam. Henderson, balance due on a horse sold him, 1847, £10, & In't. 3s.	....	....	....	10	3	0
June 27,	"	½ M. Bricks sold Chas. Brown, 1847,	....	....	....	0	17	6
30,	"	Brushes sold during Quar. ending this date,	....	....	....	41	5	1
Sept. 30,	"	Brushes sold during Quar. ending this date,	....	....	....	36	15	6
Dec. 8,	"	17 doz. Corn Brooms sold,	....	....	....	9	19	5
30,	"	Cash from Otis Small, balance due for Bricks sold him in 1846 and 1847,	....	....	....	259	7	6
	"	Net proceeds sales 48 doz. Brooms,	....	....	....	25	13	0
	"	Do. Brushes during Qr. ending this date,	....	....	....	54	17	3
		Carried forward,	....	....	....	£488	14	4
						<hr/>		
						£2,036	17	8½

<i>Brought forward,</i>	£488 14	4£2,036 17 8½
By Cash received Diets of Military Prisoners :		
Soldiers 33d Regt. in Jan.	£10 5 2	
Do. do. Feb.	10 19 7	
Dodd, an Artilleryman,	4 9 5	
Soldiers 33d Regt. in Mar.	9 9 7	
Do. do. Apr.	3 18 7	
Do. 1st Royals in Apr.	1 12 5	
Do. do. May	2 17 7	
Do. do. June	1 11 9	
Do. do. July	5 9 2	
Collins, an Artilleryman,	2 6 10	
Soldiers 1st Royals in Aug.	10 18 4	
Do. do. Sept.	14 6 9	
Do. do. Oct.	16 8 2	
Do. do. Nov.	13 3 4	
Do. do. Dec.	16 11 2	
		124 7 10
“ Warrant on Treasury,	£300 0 0	
“ Do. do.	150 0 0	
“ Do. do.	850 0 0	
		1,300 0 0
“ Balance remaining unexpended of Grants made specially for the completion of a Fence around the Prison, and for building a third tier of Cells,		41 2 10
		<u>1,954 5 0</u>
Leaving a balance due the Commissioners,		<u>£82 12 8½</u>

Saint John, December 31, 1848. (E. E.) JOHN WARD, Chairman.

Samuel D. Berton maketh oath that he is Secretary to the Commissioners of the Provincial Penitentiary, and that the foregoing is a true account of the Expenditure and Receipts by said Commissioners for the purpose therein stated.

SAM. D. BERTON.

Sworn before me this ninth day of February, 1849.
L. H. DEVEBER, J. P.

Audit Office, 1st March, 1849.

Report upon the Accounts of the Chairman of the Provincial Penitentiary for the Quarter ending the 31st day of December, 1848.

No. 1. Is the Chairman's detailed Account of his disbursements for Salaries, Clothing, Diets, raw materials, &c., for the Quarter ending the 31st December, 1848, amounting to

£663 4 7

No. 2. Is his Account of expenditure during the same period, in the completion of the third tier of Cells, amounting to

228 16 9

£892 1 4

No. 3. Is his Account Current for the same period, wherein he debits the above several amounts, and credits—

Balance in hand the 1st of October, 1848,

£170 8 10

Received from the Treasury for completion of the Cells,

243 0 0

Received for Soldier's Diets,

46 2 8

Carried forward,.....

£459 11 6

£892 1 4

	<i>Brought forward,</i>	...	....	....	£459	11	6	£892	1	4
Received for	Bricks sold,	....	....	£259	7	6				
"	Brushes "	....	....	54	17	3				
"	Brooms "	....	....	35	12	5				
								349	17	2	
									809	8	8

And shews a balance due him on the 31st December, 1848, of £82 12 8

F. P. ROBINSON.

Audit Office, 1st March, 1849.

Report upon the Accounts of the Chairman of the Provincial Penitentiary for the Year 1848.

No. 56. Contains an Account of expenditure by the Commissioners of the Penitentiary for the Quarter ending 31st March, amounting, per quarterly Report, to	....	....	....	£918	9	4
No. 65. Contains a like Account for the Quarter ending 30th June, amounting, per quarterly Report, to				627	14	1
No. 66. Contains a like Account for the Quarter ending 30th Sept., amounting, per quarterly Report, to				550	10	1½
No. 17. 1849. Contains a like Account for Quarter ending 31st Dec., amounting, per quarterly Report, to				892	1	4

Total expenditure for the year 1848, £2,988 14 10½

The Chairman credits—

Balance in hand 31st December, 1847,	....	....	....	£30	16	4
Received from the Treasurer in the year 1848—						
For completing the Palisade Fence, and erecting a third tier of Cells,	....	....	....	993	0	0
For the maintenance of the Institution,	....	....	....	1,300	0	0
Balance on a Horse sold,	....	....	....	10	3	0
Received for Soldiers' Diets,	....	....	....	124	7	10
" Bricks sold,	....	....	£260	5	0	
" Brushes "	....	....	149	2	7	
" Brooms "	....	....	35	12	5	
" Picking Oakum,	....	....	2	15	0	— 447 15 0

2,906 2 2

Leaving a balance due the Chairman on the 31st Dec. 1848, of £82 12 8½

General Accounts Current, agreeing with the above, and sworn to by the Secretary, accompany the detailed Accounts. Periodical Reports and Returns from the Keeper and the Visiting Committees are also furnished.

The expenditure in 1848 for the Fence and the third tier of Cells was	£951	17	2
For the maintenance of the Institution, and providing raw materials for keeping the Prisoners employed,	....	....	....
	2,036	17	8½
			<u>£2,988 14 10½</u>

F. P. ROBINSON.

RETURN shewing the number of Prisoners admitted into and discharged from the Provincial Penitentiary during the Year ending 31st December, 1848; the Rations required; and the employment of the Prisoners for each month.

Month.	Male.				Female.				Employment of the Male Prisoners each Month.	Employment of the Female Prisoners each Month.
	In Prison on 1st each month.	Admitted during the month.	Discharged during the month.	In Prison on last each Month.	In Prison on 1st each month.	Admitted during the month.	Discharged during the month.	In Prison on last each Month.		
January,	49	10	950	1483	21	6	14	13	588	127 days general labor, 37 days wool dressing, 36 days spinning, 75 days knitting, 39 days sewing, 12 days weaving.
February,	50	11	1061	1548	13	15	7	21	406	115 days general labor, 87 days wool dressing, 42 days spinning, 88 days carpenter work, 36 days tailoring, 64 days shoemaking, 14 days weaving.
March,	51	7	355	1626	21	10	13	18	594	128 days general labor, 44 days at Fence, 377 days stonedressing and at Cells, 54 days weaving, 104 days carpenter work, 84 days shoemaking.
April,	55	6	1843	1448	18	8	8	18	543	86 days general labor, 560 days at Fence, 298 days stonedressing and at Cells, 48 days tailoring, 48 days carpenter work, 47 days shoemaking.
May,	43	6	1834	1209	18	5	11	12	412	294 days general labor, 313 days at Fence, 245 days stonedressing and at Cells, 22 days tailoring, 81 days carpenter work, 27 days shoemaking.
June,	34	8	834	1132	12	3	9	6	270	373 days general labor, 120 days brickmaking, 262 days stonedressing, 71 days carpenter work, 26 days shoemaking, 26 days tailoring, 45 brushmaking.
July,	34	23	750	1252	6	19	2	23	691	148 days general labor, 402 days brickmaking, 402 days building Cells, 148 days brushmaking, 32 days tailoring, 27 days shoemaking.
August,	50	6	848	1524	23	12	18	17	532	365 days general labor, 287 days brickmaking, 270 days building Cells, &c., 190 days brushmaking, 84 days carpenter work, 27 days shoemaker, 43 days tailor's.
September,	48	10	553	1554	17	6	6	17	571	138 days general labor, 426 days brickmaking, 266 days building Cells, 265 days brushmaking, 26 days tailoring, 46 days shoemaking, 78 carpenter work.
October,	53	10	1261	1621	17	4	14	7	302	319 days general labor, 324 days brickmaking, 238 days building Cells, 268 days brushmaking, 104 days carpenter work, 25 days tailoring, 43 shoemaker's.
November,	51	9	1347	1427	7	5	5	7	277	399 days general labor, 465 days brushmaking, 260 days carpenter work, 26 days tailoring, 37 days shoemaking, 40 days building Cells, 17 broommaking.
December,	47	15	854	1708	7	9	4	12	340	419 days general labor, 331 days brushmaking, 110 days broommaking, 176 days carpenter work, 50 days shoemaking, 25 days tailoring, 25 days weaving.

By Order of the Board.

JOHN WARD, Chairman.

Samuel D. Berton makes oath that he is Secretary to the Commissioners of the Provincial Penitentiary, that the foregoing Account is made up from the Monthly Returns of the Keeper, and is true, to the best of his knowledge and belief.

Signed before me this ninth day of February, 1849.—L. H. DEVEBER, J. P.

SAM. D. BERTON.

MARINE HOSPITAL.

**Report from the Commissioners of the Marine Hospital at Saint John,
with Return of Patients, &c.**

Saint John, 27th January, 1849.

MAY IT PLEASE YOUR EXCELLENCY,

The Commissioners of the Provincial Marine Hospital at Saint John now wait upon Your Excellency with their Account of expenditure and receipts for the year ending 31st December, 1848,—(their Account in detail, duly attested, with vouchers, being forwarded to the Provincial Secretary, for the Auditor.)—They also wait upon Your Excellency with the Medical Officer's Reports and Returns for the City Hospital, and Pest House at Partridge Island; the numbers admitted being 278 at Saint John, and 11 deaths; 26 admitted at Partridge Island, and 6 deaths;—together, 304 admitted, and 17 deaths; against 486 admitted, and 29 deaths, for the previous year, (1847); being a decrease of 182 admittances, and 12 deaths: there is also a decrease of 3369 diets.

The Commissioners beg to report, that having represented the expediency of establishing a Pest House at Partridge Island, that the same has been done; and Your Excellency will see by Doctor Harding's returns that it has been used advantageously the past season.

They also report that they have purchased from the Rural Cemetery Company a suitable and sufficient piece of ground exclusively for the burial of Seamen.

The charges upon the Hospital for the current year (1848), including £115 13 8 for the Pest House at Partridge Island, shews a decrease upon the whole expenditure of the preceding year (1847) in the sum of £831 5 7.

The Commissioners have much satisfaction to report to Your Excellency that the Hospitals are every way conducted and managed deserving their entire approbation. They would especially refer to the highly appreciated services of John Boyd, Esquire, Physician and Surgeon of the Provincial Marine Hospital, who has for the past twenty five years afforded his able professional services to the Institution; his duty being recently much increased,—(the average number admitted in the Hospital for the last six years was 317.) His increased services, particularly for the year 1847, would have called from the Commissioners an advance of Salary, or other pecuniary remuneration, if the available funds at their disposal had admitted them to do so.

The Commissioners respectfully but urgently beg to call Your Excellency's attention to the present state of the Hospital Fund. It will be seen by the Account of expenditure and receipts for the current year (1848), that there is the sum of £357 17s. 3d. paid, and now due, more than received, after having drawn from the Provincial Treasury the entire amount collected for the Sick and Disabled Seamen's Fund to the closing of the year. There was also the sum of £148 10 4 paid in advance for the year 1847. They consider that this unsatisfactory state of their funds has mainly arisen from the sum of £1000 having been paid out of the Sick and Disabled Seamen's Fund to the *Sailors' Home*; and they now pray the intervention of the Executive to obtain for them, by Grant or otherwise, a sum equal to that withdrawn from them, as it is urgently required, not only to replace the money now in advance, but also to extend the Hospital Building, and other accommodations, for the comfort and relief of the sick. This has again been especially referred to in the Medical Officer's Report.

The Commissioners are greatly desirous that this most useful Institution should be sufficiently enlarged, for any casual increase of Patients that may arise, as was the case to a great extent of fever patients in the year 1847, and of small pox in 1848; and

and so to have all that can contribute to their comfort and proper treatment provided for. The receipts for the Sick and Disabled Seamen's Fund for the year 1847 was £938 6 3, and for the year 1848 the sum of £1095 5 9, and will likely continue to produce an equal average; and if the debt now incurred, together with the amount required for the extensions contemplated was provided for, the Commissioners consider that the stated income would be sufficient for all ordinary charges upon the Establishment.

Respectfully submitted by

Your Excellency's obedient servants,

JOHN WARD,	} Commissioners of the Provincial Marine Hospi- tal at Saint John.
ROBERT W. CROOKSHANK,	
E. BARLOW,	
E. L. JARVIS,	
THOMAS LEAVITT,	
W. D. FAULKE,	

CHARLES WARD, *Sec. & Treas. Prov. Mar. Hosp.*

To His Excellency Sir Edmund Walker Head, Bart.
Lieut. Governor and Commander in Chief
of the Province of New Brunswick,
&c. &c. &c.

Report of the Medical Officer attending the Marine Hospital at Saint John.

Saint John, New Brunswick, 18th January, 1849.

GENTLEMEN,—I would respectfully invite your attention to the subject of my letters dated 18th August, 1847, and 14th January, 1848, and for the reasons therein set forth, would again urge the necessity of making an addition to the Provincial Marine Hospital, in order to afford more suitable accommodation for the increased number of Sick and Disabled Seamen admitted.

It is most desirable that a better supply of Water should be provided for Baths, and for the ordinary purposes of the Hospital than there is at present. I beg leave to refer you to my letter dated 12th January, 1846, on that subject. Should you determine to carry into effect the recommendation of His Excellency Sir William Colebrooke, viz. to have the Water conducted from the Water Works, it would be a good opportunity to have Gas Pipes laid down also.

I have the honor to remain, Gentlemen,

Your obedient servant,

J. BOYD, M. D.,
Phys. & Surg. Prov. Mar. Hosp.

To the Commissioners Prov. Marine Hospital.

Return of the number of Sick and Disabled Seamen admitted into the Provincial Marine Hospital at Saint John, N. B., between 1st January and 31st December, 1848.

Remaining in Hospital 1st January, 1848,	26
Admitted between 1st January and 31st December,	252
	—278
Discharged cured,	231
“ by request,	2
Transferred to Pest House,	6
Deserted,	10
Died,	11
Remaining in Hospital,	18
	—278

J. BOYD, M. D.
Phys. & Surg. Prov. Mar. Hosp.

*Account of Expenditure and Receipt for and on account of the Provincial Marine Hospital
at Saint John, for the Year ending 31st December, 1848.*

DR.

Provisions and Supplies for 7570 Diets,	£231	18	1
Hospital Steward, Matron, Nurses, &c.	144	12	6
Medical Services,	177	2	0
Clergy, and Secretary,	70	0	0
Fuel,	42	10	6
Coffins, Graves, Hearse, &c.	21	8	0
Washing and Straw,	43	2	3
Druggist's Account,	42	19	11
Iron Bedsteads,	25	10	5
Groceries,	34	1	2
Purchase of Burial Ground for Seamen,	50	0	0
Insurance upon Hospital, (City)	12	0	0
Carpenters, Masons, Painters, &c.	145	10	4
Gardener, Labour, Cartage, and Plants,	185	5	3
Sundry Contingencies,	34	13	10
Commissioners' Note,	283	7	3
Charge upon Bank advances,	3	4	10
	<u>£1,547</u>	<u>6</u>	<u>4</u>
Balance due the Commissioners for Account ending 31st Dec. 1847,	148	10	4
	<u>£1,695</u>	<u>16</u>	<u>8</u>

CR.

Proceeds of the Commissioners' Note, 12th February, 6 months, for £275, and 185 days Interest,	£283	7	3
Less—Bank Discount,	5	7	10
	<u>£277</u>	<u>19</u>	<u>5</u>
Cash from Provincial Treasurer, 9th February, 1848,	100	0	0
Do. do. 10th May, "	150	0	0
Do. do. 20th June, "	150	0	0
Do. do. 20th July, "	200	0	0
Do. do. 15th August, "	150	0	0
Do. do. 2d October, "	150	0	0
Do. do. 16th December, "	160	0	0
	<u>£1,337</u>	<u>19</u>	<u>5</u>
Balance due the Commissioners, 31st December, 1848,	357	17	3
	<u>£1,695</u>	<u>16</u>	<u>8</u>

JOHN WARD,
ROBERT W. CROOKSHANK,
E. BARLOW,
E. L. JARVIS,
THOMAS LEAVITT,
W. D. FAULKE, } *Commissioners
of the
Provincial
Marine
Hospital,
Saint John.*

CHARLES WARD, *Secretary and Treasurer.*

Saint John, January, 1849.

EMIGRANTS.

SAINT JOHN.

Report of the Government Emigration Agent, accompanied by an Abstract Return for Year ending 31st December, 1848.

To His Excellency Sir Edmund Head, Baronet, Lieutenant Governor and Commander in Chief of the Province of New Brunswick.

MAY IT PLEASE YOUR EXCELLENCY,

I have the honor to submit for the information of Her Majesty's Government, the Annual Report from this Office, with the Abstract Return (in duplicate) for the year ending 31st December, 1848.

The whole number of Emigrants arrived in this Province during the past year was 4,141, being a decrease on the preceding years immigration of twelve thousand one hundred and ten souls.

The Emigrants of the past year generally arrived in good health, and the number of deaths on the voyage, or in quarantine, barely exceeded one per cent. In 1847 the deaths amounted to fifteen per cent.

Owing to the want of employment, probably not more than one eighth of the Emigrants who arrived in New Brunswick during the past year, are now in the Colony. They proceeded as speedily as possible to the United States, and were accompanied by large numbers of the resident population, as stated in my last Quarterly Report.

The Timber Trade with England having ceased to be remunerative, and business generally being greatly depressed, there is at present no prospect of employment for labourers in this Colony during the coming season, unless public works, on a large scale, should be commenced.

I have so often stated the absolute necessity of opening up the interior of this Province, and rendering its fertile lands and mineral wealth readily and easily accessible, that I have now only to refer to my former Reports, and once more direct attention to the great benefits which would be conferred upon the Colony by the construction of good Roads or Railways to connect the principal Towns and Sea Ports with each other.

At present New Brunswick may be considered almost in a retrograde state. To the Emigrant it offers no employment, and but little of a profitable character to the resident labouring population. There are no inducements to settle in the forest, but on the contrary, everything to discourage it. Unless measures be adopted to render the many millions of acres of excellent land in New Brunswick accessible the country must continue to languish, although possessing within its limits advantages, resources and capabilities rarely equalled.

The construction of Railways through eligible lines of country would open up large tracts of fertile land for sale and settlement. Such Railways would lead to the profitable working of the most valuable mines and minerals now lying dormant and without value. They would tend to the prosecution, upon an enlarged scale, of the greatest and richest Fisheries of the world. The Timber, the Fuel, and the abundant water power of New Brunswick, would be brought into profitable use; and there would then be a sufficiency of employment for Emigrants, of a character which would lead to their becoming good settlers. Emigration upon a large scale from Great Britain and Ireland to New Brunswick might then be safely encouraged, because there would be profitable occupation for persons of all classes, trades and professions, whose numbers might be augmented from year to year, as the resources of the country were developed.

If

If it be not expedient or practicable to commence the construction of Railways or other Public Works next season, it will be necessary to give notice as early as possible, at the various Ports of embarkation in the United Kingdom, that Emigrants to New Brunswick must not expect to find employment on arrival, but should be prepared to proceed further in quest of it.

The Quarantine Station at Partridge Island having been put in good order during the last season, with improved accommodations, and a Board of Health having been established with extensive powers, which will hereafter be in charge of the Establishment, those Emigrants who may arrive in ill health will be carefully looked after, and provided for in a comfortable manner.

There having been only one prosecution under the Passengers' Act during the season, which has already been fully reported, it is only necessary here to refer to it.

No public monies whatever having been placed at my disposal, I have none for which to account. A statement will be rendered of the sums advanced by me for the incidental expenses of this Department during the year:

Which is, &c.

M. H. PERLEY,
H. M. Emigration Officer.

Government Emigration Office,
Saint John, New Brunswick, 6th January, 1849.

Abstract Return of Immigration to New Brunswick during the Year ending 31st Dec. 1848.

QUARTERS.	No. of Vessels arrived.	No. of Deaths on Board or in Quarantine.	No. of Births on Board or in Quarantine.	Adults.		Children between 14 years and 1 year.		Children under 1 year.		Totals.		Whole number of Souls.
				M.	F.	M.	F.	M.	F.	M.	F.	
Quar. ending Mar. 31,	nil.	....	....	....	....	....	....	....	....	....	....	....
“ “ June 30,	26	46	5	1212	1095	413	416	68	64	1693	1575	3268
“ “ Sept. 30,	16	1	2	259	241	115	108	12	17	386	366	752
“ “ Dec. 31,	5	....	....	45	42	15	11	2	6	62	59	121
TOTALS,	47	47	7	1516	1378	543	535	82	87	2141	2000	4141

RECAPITULATION.

Adults, ....	....	....	....	....	M.	1,516	F.	1,378
Between 14 and 1 year, ....	....	....	....	....		543		535
Under 1 year, ....	....	....	....	....		82		87
Totals, ....	....	....	....	....		2,141		2,000

Whole number landed in the Colony, Four thousand one hundred and forty one Souls.

M. H. PERLEY,
H. M. Emigration Officer.

Government Emigration Office,
Saint John, New Brunswick, 6th January, 1849.

Audit Office, 3d March, 1849.

Report upon an Account of the Commissioners of the Alms House, Saint John, for expenditure incurred in that Institution in the support and relief of indigent Emigrants, from the 1st day of May to the 31st day of December, 1848.

The Account is signed by Commissioner Gallagher, and sworn to by William Craig, Keeper of the Alms House; it is correctly made, but is not accompanied by any sub-Accounts or vouchers, and may be classed as follows:—

Supporting 470 Emigrants an aggregate of 3,965 4-7 weeks, at 3s. 6d.,	£693	19	6
Nurses and Attendants,	12	17	6
Clothing and Bedding,	42	17	3
Wine, Brandy, Lemon Syrup,	49	6	1
Transport to Hospital and elsewhere,	19	0	0
Accouchments,	3	0	0
Burial expenses,	25	13	9
Furniture, £3 12s., Postage, £2 0 2,	5	12	2
Total,	£852	6	3

F. P. ROBINSON.

Audit Office, 28th February, 1849.

Report upon Accounts furnished for services rendered to Emigrants at Partridge Island in the Year 1848.

No. 1. Is James M'Gowan's Account for personal attendance upon sick Emigrants, as Steward and Nurse, from the 27th of May to the 1st November, 1848, 158 days at 6s. 3d., £49 7 6

Doctor Harding, Health Officer, certifies that the time charged is correct. The Honorable Messieurs Partelow and Chandler state that they consider 5s. a day enough for the services rendered. Off,—158 days at 1s. 3d.,.... 9 17 6

158 days at 5s. a day, is £39 10 0

No. 2. Is Mrs. M'Gowan's Account for services as Nurse, attending on Emigrants at Partridge Island, from the 16th June to the 23d of August, 1848, 10 weeks at 25s., £12 10 0

Doctor Harding certifies that Mrs. M'Gowan was employed for the period and at the rate named; the period gives 9 weeks and 6 days. Off—1 day, 0 3 7

£12 6 5

F. P. ROBINSON.

Audit Office, 28th February, 1849.*Report upon Accounts of the Commissioners of the Emigrant Orphan Asylum, Saint John.*

These are Accounts of Expenses incurred and defrayed under the immediate supervision of William O. Smith, one of the Commissioners of the Orphan Asylum, for clothing, maintenance, Overseer, Matron and Attendants, and Medical adviser—

In November 1848, detailed Account No. 1,	£53	11	10
December 1848, do. 2,	37	18	10
January 1849, do. 3,	43	2	11
Total for the Quarter,	£134	13	7

No. 4. Is the General Account Current of the Emigrant Orphan Asylum at Saint John, with Commissioners William O. Smith and Henry Chubb, as follows:—

Expenditures from January 1 to April 30, per detailed Accounts, reported upon in 1848,				£551	6	5
Do. Quarter ending July 31,				203	15	11
Do. Quarter ending October 31,				150	7	1
Do. Quarter ending January 31, 1849,				134	13	7
				£1,040	3	0
Commission charged, 5 per cent.,				52	0	3

Total Expenditure and Commission from the 1st of January, 1848, to the 31st of January, 1849, £1,092 3 3

They credit,

Receipts in January 1848, Warrant, No. 589, 1847,....	£100	0	0
Do. June " " 377, 1848,....	451	6	5
Do. August " " 491, "	203	15	11
Do. December " " 595, "	150	7	1—
	905	9	5

Balance due the Commissioners, £186 13 10

F. P. ROBINSON.

FREDEBICTON.*Report from Commissioner for the Emigrant Hospital at Fredericton, with Auditor's Report on Accounts.*

Fredericton, 29th November, 1848.

MAY IT PLEASE YOUR EXCELLENCY,

I beg to forward my Account against the Emigrant Hospital at Fredericton, to date, amounting to £132 1 1, which I trust will be found correct and satisfactory. The Account to 15th June last, was altogether for Emigrants of 1847, and the present Account covers all expenses incurred at Fredericton for Emigrants arriving in 1848 to date.

The Hospital has been closed to Emigrants since 1st October, but lately a few cases of Small Pox have been admitted at the expense of the Parish or the friends of the patients, consequently expenses for Emigrants have ceased except in a few cases where very destitute families received a small quantity of Bread or Corn Meal to keep them from actual starvation, they having no claim on the Parish funds this season.

I beg to remark that in my Account is included an old claim of Henry S. Beek against Mr. E. Ward, formerly Emigrant Agent at Fredericton, for Stationery, &c., and

and as the Account is certified by Mr. Ward, and attested by Mr. Beek, I trust it may be allowed. Likewise one month's extra Salary is charged in the Keeper's (J. W. Smith's) Account, in consequence of the Hospital being closed at short notice; and as his health is impaired by sickness and having a family to support, I trust the charge may meet Your Excellency's approval.

I beg to inform Your Excellency that in all my transactions connected with the Hospital, I have paid as strict a regard to economy as circumstances would permit.

All which is respectfully submitted.

B. WOLHAUPTER.

To His Excellency Sir Edmund Walker Head, Baronet, &c. &c. &c.

Audit Office, 8th December, 1848.

Report upon an Account of expenditure incurred for distressed Emigrants at Fredericton, by Benjamin Wolhaupter, Esquire, from the 15th June to the 28th November, 1848.

Mr. Wolhaupter's Account is correctly made up, sworn to, and supported by detailed sub-Accounts, it is (with the exception of one sub-Account) composed of Supplies, &c., furnished to Emigrants who arrived from Europe to Fredericton during the current year, and may be classed as follows:—

Provisions, Groceries and Fuel,	....	....	....	....	....	£70	15	S
Repairing Furniture, and Contingencies,	....	....	....	....	....	7	7	7
Medicines and Medical attendance,	....	....	....	....	....	23	12	1
Keeper's Salary and extra labour,	....	....	....	....	....	28	1	6

Total liabilities from June 15 to November 28, 1848, for Emigrants of 1848, £129 16 10

Also sub-Account, No. 11, Stationery furnished in 1842-3 by Mr. Henry S. Beek to the then Emigrant Agent at Fredericton, Mr. E. Ward, certified as correct by Mr. Ward, and sworn to as correct and not paid by Mr. Beek, 2 4 3

£132 1 1

A Report accompanies the Account, which is furnished herewith.

F. P. ROBINSON.

SAINT ANDREWS.

Report from Emigration Officer at Saint Andrews, in reference to state of Establishment.

Saint Andrews, January, 1849.

SIR,—I have the honor to acquaint you, for the information of His Excellency the Lieutenant Governor, that two of the Buildings on Hospital Island, used for the reception of Emigrants, are becoming somewhat dilapidated, and require repairs before the arrival of Emigrants in the Spring.

These Buildings were erected at the expense of the Province at the time when the Cholera first made its appearance here; since which, and up to 1841, they have had some partial repairs, but from that time nothing has been done to them with the exception of a few pounds expended by myself this Summer.

In 1847 the Legislature granted the sum of one hundred pounds for the purpose of building a Pest House, which was erected for that sum, with an extra room for the use of the Physician. This Building still requires plastering on the inside. It is capable of containing, without being too much crowded, about thirty persons. Of the other

other two buildings, one is occupied by the Keeper as a dwelling house, with a store room. The other is a large building, capable of containing about 70 persons, if used altogether as an Hospital, or about 120, if in health, and was last Summer, as well as the Pest House, filled with the sick, there having been as many as 108 cases of fever at one time.

Should there be no sickness, there can be accommodation found for about 250, if merely landed for observation and purification.

A light Summer building will be absolutely necessary, if the Emigration continues to increase; also a Wash House, with the necessary boilers, &c., as at present the washing has to be done out of doors, frequently (which it is next to impossible to prevent) so near the well as to render the water unfit for any other purpose than washing. A small Boat is also necessary, the old one being much out of repair.

I submit herewith an estimate of the repairs which are absolutely necessary—

A light Summer building, 80 feet, with shingled roof, battened at sides and end, and with double floor,	£80	0	0
Wash House, and boilers, &c.,	25	0	0
Plastering Pest House, already built,	15	0	0
Repairs to the two principle buildings,	30	0	0
	<hr/>		
	£150	0	0
Boat, say,	10	0	0

I do not think I have over-estimated the expense, and if the Government think it necessary to put the Establishment in an effective state, the work and materials can be put to public competition.

I have the honor to be, Sir,
Your obedient servant,

JAMES BOYD,
Acting Emigration Officer.

Hon. John R. Partelow, Provincial Secretary.

Special Report from Asa Coy, Esquire, in reference to Emigrants at Saint Andrews.

To His Excellency Sir Edmund Walker Head, Baronet, Lieutenant Governor of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

Under Your Excellency's instructions communicated to me by Mr. Secretary Partelow's letter of the 19th instant, directing me to make specified investigations relative to certain Emigrants represented to the Government as being in a distressed condition in Saint Andrews, and also as to the general state of the Parish Funds, I have the honor to make the following Report:—

I arrived in Saint Andrews on the evening of the 22d instant, and on the 23d I had interviews with James Boyd, Esquire, Acting Emigrant Agent, the President, Vice President, one of the Directors, and S. H. Whitlock, Esquire, Secretary, all of the Saint Andrews and Quebec Rail Road Company, and also with Mr. Robert Ker, Commissioner of the Poor in Saint Andrews.

I soon ascertained that the cases of destitution to which my attention was to be directed, were confined to the Emigrants who had arrived during the last Summer, in expectation of employment by the Rail Road Company, and to such Emigrants only do the following observations apply.

In company with Mr. Boyd, I visited the Emigrants under his charge to the number of 45, making 8 families, resident in different parts of the Town and vicinity. Their cases may be stated as follows:—

Widow Terney has 4 Children, and an Orphan. This woman's Husband died on the passage:

Widow Birne has 6 Children; one boy at work on the Railway at 1s. 3d. per day. This woman's Husband died on the passage:

Mary Kelly has no Husband. She is sick in bed, has an infant and young Sister to provide for :

Widow Furlong has 6 Children, all young girls. Her Husband died at the Quarantine Station :

Widow Jones has 6 Children. Her Husband died at the Quarantine Station :

Widow Kerron has 2 Children. Her Husband died at the time of embarkation :

Widow Niel has 2 Children. Her Husband died on the passage. She is partly supported by the labour of one Son on the Rail Road :

Widow Byrne has 8 Children. Her Husband died on the passage. She has two Sons at work on the Rail Road :

All these parties are very destitute of clothing, especially the Children.

For the purpose of ascertaining the number and condition of the Emigrants not chargeable on the public funds, but who are about to be discharged from the employment of the Rail Road Company, I visited them, in company with Mr. Boyd and Mr. Whitlock, in their dwellings, in the Town and vicinity, the Shanties erected for their accommodation by the Rail Road Company, and at their places of work on the Rail Road, and found their condition as follows :—

1. *In hired Rooms.*

Edward Car was at work. He has a widowed Sister resident with him, and occupies a Room near the Town :

Thomas Bearon was also at work. He has a Wife and 6 Children, and occupies a Room near Car's :

John Summers was also at work. He has a Wife and 6 Children, and occupies a Room near Car's :

John Poppin has a sick Wife, an infant at the breast, and two small Children. This man works when the state of his family permits his leaving them. The family is very destitute, half naked, very filthy, and apparently in a starving condition. Mr. Whitlock represents Poppin as very industrious, sober, quiet, and very kind and attentive to his Wife and Children.

There are some other families also occupying hired Rooms, whom I was prevented from seeing.

Mr. Whitlock furnished me with the following memorandum of such cases :—

Patrick Knowlin has a Wife and 5 Children; himself and some of the Children sickly :

Robert Heras has a Wife and 5 Children destitute of clothing. The woman has been sick all Summer, and still continues so, and the man loses part of his working time attending to her.

2. *In Shanties erected by the Rail Road Company.*

In No. 1. Five families, 25 persons, Men, Women and Children. The Father of one family, Lawrence Neil, is lame and unable to work. He has a Wife and one Child. They have subsisted by charity for some time past :

In No. 2. Four families, 16 souls, Men, Women and Children. One couple has 8 small Children. John Doyt, without Wife or Child, is lame, and at present unable to work :

In No. 3. Two families, 10 souls in all. These are more comfortable, being less crowded than in Nos. 1 and 2 :

In No. 4. Four families, 16 souls; one is an Orphan Child; three are cripples :

John Burns and his Wife are aged and infirm, the man 67, his Wife 75 years of age, both now nearly past labour. The man works occasionally, and I afterwards found him with the gang at work, receiving full wages, 2s. 6d. per day :

John Cole is lame and unable to work. He has a Wife and 4 Children, and has been allowed support by the Company :

Mary Burn and Husband have three small Children. The man is able to work; the woman is near her confinement, and very poorly, destitute of wearing apparel and bed clothes. She complains of unkind treatment from the other females, some of whom are her relations, and live in the same Shanty :

In No. 5. One family, 7 Children, 9 souls. Mother well, Father sick, and at present unable to earn any thing; a Child sick also.

3. *At work in Gangs.*

I found 79 Men and Boys at work in Gangs. They are all poorly clothed for this inclement season of the year, and more especially so for out door work. Some of the men are aged and infirm, one nearly blind, and others partially disabled by frost bites.

In my interview with the Railway Company Directors, the responsibility of the Company with respect to these Emigrants was discussed, and their intentions stated.

Lord FitzWilliam, by whom these Emigrants were sent out, appears to have acted in good faith; and the correspondence which was submitted to me, shewed that the Company had been careful not to hold out better prospects than the nature of the case would seem to warrant.

While the Company, in consenting to receive 100 men, under a pledge of the means of affording employment to them for three months, at the rate of 2s. Sterling per day, might naturally expect 100 men without the encumbrance of families, His Lordship, on the other hand, might have felt justified in sending out, with the able bodied, such a number of aged, infirm, and young, as would not in Ireland or in Great Britain be considered an excessive burden.

Of the number shipped, it was stated that 374 souls were landed on the Quarantine Island, a large portion of whom were ill with fever, either at the time of leaving the vessel, or whilst they remained at Quarantine, and a number died. Of those taken into the service of the Company, some were aged and so infirm as to be almost past labour; one or two over seventy years of age, and one nearly blind; all enfeebled by the passage and sickness; not over one half could be rated as able bodied men. They were all poorly clothed, and destitute of bedding. The term during which his Lordship expected they would be employed, expired on the last of September, up to which period, such as had been employed by the Company, were paid 2s. 6d., Currency per day. Foreseeing in some measure the difficulty of Winter maintenance, and as they were not found to be profitable labourers, the Company then discharged them, and advised them to make their way to the United States. A few left, but soon returned, and the whole were again set to work at the same rate of wages for working time.

The President further stated that the Company had exhausted their available means; that they had incurred much unanticipated expense on account of these people, as well before they went to work as afterwards, and under these circumstances the Company intended to employ them no longer than the 1st of next April.

This intention however was rescinded at a meeting of the Company held on the 26th, and their Resolution not to employ any of the parties after the then next week, was communicated to me by letter from the President, received while on my journey to Fredericton; the letter is annexed to this Report.

On the 24th instant, in company with Mr. Robert Ker, the working Commissioner of the Parish Poor, I visited the Alms House. There were ten Paupers in it young and old; the apartments were warm and clean, and the inmates appeared to be comfortable; the Building and Farm belong to the Parish.

The present Keeper, Mr. Wheaton, has had the charge of the Establishment for about ten years, at present he receives 5s. per week for each pauper, children as well as adults, together with the use of the buildings and the profits of the farm attached to it; he furnishes wearing apparel and bedding, but does not keep the building in repair.

There are at present 39 out-door paupers, comprised in 11 families, chargeable on the Parish, each of which receives from 3s. to 12s. 6d. per week; I visited several of the families and found that their domestic habits conferred a much greater degree of comfort than was observable among the Rail Road Emigrants.

The funds of the Parish, independent of assessment, consist in an annual rent of £141, not very punctually paid, arising from about 1000 acres of cultivated Land near the Town, and owned by the Parish; the proceeds of the Tax on Dogs, generally about £4 per annum; and fines collected by Magistrates under Acts of Assembly, averaging £10 per annum, making a total of nearly £155 per annum.

The assessment for the Parish for the year 1848, £100, was all collected, and £96 4s. 9. applied to pay off a balance due to the Commissioners prior to April last.

The Commissioner, Mr. Ker, received last year for his services £10, and various sums have been expended in Law charges, and in assisting indigent persons to remove from the country.

The

The Commissioners are subjected to considerable inconvenience by the want of funds, and very recently borrowed £80 on their own responsibility from the Charlotte County Bank, £40 being due to the Keeper of the Alms House, and the balance required for the out-door paupers, the number of whom I am informed is rapidly increasing.

The County of Charlotte is very destitute of provisions, and in the country parts many families are poorly provided with food.

The burning during the last Summer of a Rope Walk and of a Vessel then building, increased the number of paupers, by whom, in the shape of street beggars, the Town of Saint Andrews is at present heavily taxed, as well as by many (probably the majority) of the Emigrants before mentioned.

These circumstances, added to the general depression in mercantile business in which Saint Andrews deeply participates, warrant the opinion which was pressed upon me, that a Parish assessment could not be levied if ordered.

On a careful consideration of the circumstances of the Railway Emigrants, and of the Poor Funds of the Parish, I availed myself of the discretionary power granted to me, and handed over to Mr. Boyd £25, drawn by me from the Central Bank, and made several suggestions as to the cases which appeared to urgently require attention.

The result of Mr. Boyd's action on my suggestion will appear in the statement which I append to this report. The weekly amount which will be borne on the Provincial expenditure, including the amount of support which Mr. Boyd was giving previous to my inquiry, will be between £10 and £12 per week.

The circumstances of the 79 Emigrants at present at work, and earning a portion of their subsistence, but about to be discharged by the Railway Company, have yet to be considered; and it is with regret I have to state that these are of so uncomfortable a nature as to leave little room for doubt, that a large portion of these unfortunate people will have to be supported by public funds.

I may not conclude this Report without referring to the cheerful resignation manifested by the Emigrants amidst their squalid poverty and destitution, nor the conviction that the cordial reception that was given to Mr. Boyd and Mr. Whitlock during my visit at the residences, shanties and working places, proceeded from the full assurance that these Gentlemen had acted with the consideration and kindness which the unfortunate circumstances of the people demanded.

All parties were desirous of aiding me in the discharge of the duty intrusted to me, and I entertain no doubt that the beneficial effect of this inquiry will be more extensive than its limited nature at first view would seem to promise.

I have, &c.

Fredericton, January 1849.

ASA COY.

Chamcook, Friday morning, 26th January, 1849.

DEAR SIR,—You inform me that His Excellency the Lieutenant Governor has deputed you to visit this County for the purpose of ascertaining the situation of Lord FitzWilliam's Emigrants employed on the Saint Andrews and Quebec Railway.

I am very much pleased and relieved by the course His Excellency has adopted in this matter, as I have every reason to suppose the Governor has been misinformed as to the situation of these people.

We are now in the most unpleasant dilemma with those people, as it was our intention to have kept them at work till Spring, but owing to the awful state of the Country, and our not being able to collect from Stockholders one penny, and all our Railway Funds being exhausted, the Board have this day determined to discontinue employing them after next week, and what will become of them I am greatly perplexed to know.

You will notice by the several letters from Earl FitzWilliam that *one hundred able bodied men* were all we had any reason to expect, but to our surprise, with the one hundred men sent out, were two hundred and seventy seven old men, women and children, and the whole afflicted with sickness, death and poverty.

I am sure you will see that we have employed those men and boys principally out of charity, as their work is not worth six pence a day, being so enfeebled by the voyage and sickness that but few of the men were able to do a day's work. Already many
of

of the poor have suffered much, and unless aid is obtained from some quarter, their state will be desperate.

We asked of the Government last Fall some assistance to settle those people on Crown Lands at the head of the Digdegnash River, and to be repaid by them in the same manner as the Harvey settlers have done. If this had been complied with very much evil and expense would have been avoided.

Yours, &c.

JOHN WILSON.

Asa Coy, Esquire.

Handed to me by Mr. Wilson, at Chamcook, on Friday morning, 26th January, then on my journey from Saint Andrews to Fredericton. ASA COY.

Statement of relief given by James Boyd, Esquire, Acting Emigrant Agent at Saint Andrews, to Immigrants arrived in expectation of employment by the Saint Andrews and Quebec Rail Road Company, at the time of Mr. Coy's official inquiry, 23d January, 1849.

Heads of Family.	Numer of souls dependent.	Weekly allowance.
Nancy Byrne,	9	10s. and fuel and rent.
Peggy Neale,	3	2s. 6d. ditto.
Widow Kerrvin,	3	2s. 6d. ditto.
Widow Jones,	7	10s. ditto.
Mary Kelly,	3	5s. ditto.
Widow Furlong,	7	10s. ditto.
Widow Byrne,	6	5s. ditto.
Widow Tenny,	5	
Do.	2 Orphans, }	8s. 9d. ditto.
	45	53s. 9d.

Statement of additional relief afforded to the same class of Immigrants after review of the case by Mr. Coy, 24th January, 1849.

Number at work.	Names.	Number of souls dependent.	Weekly allowance.
1	*John Call,	7	5s.
1	*John Byrne, (43)	8	5s.
1	Mick Caffrey,	8	5s.
2 Boys,	Widow Rose Byrne,	8	2s. 6d.
1	John Byrne, (old)	3	2s. 6d.
1	*John Byrne, (40)	5	5s.
1	*Poppin Family,	6	5s.
1	John Byrne, (partially blind)	4	5s.
1	*Pat Toole,	9	7s. 6d.
2 Boys,	*Summers' Family,	9	5s.
1	*Robert Hughes,	5	5s.
	*John Doyle, (lame)	1	5s.
1	*Pat Nowlan,	4	5s.
	*Larry Neale, (lame)	6	5s.
1	Pat Steadman,	4	5s.
1	John Byrne, (35)	7	5s.
1	Thomas Behan,	7	5s.
1	John Styrland,	7	5s.
1	John Neale, (sickly)	1	2s. 6d.
1	John Healy, do.	1	2s. 6d.
1	Frank M'Donald,	7	5s.
1	John Dempsey,	3	3s.
22		120	100s. 6d.

Those marked with the asterisks were furnished with Blankets, &c.—The utmost economy has been observed in all the cases.

RAILWAYS.

HALIFAX AND QUEBEC.

Report on the proposed Trunk Line of Railway from an Eastern Port in Nova Scotia, through New Brunswick, to Quebec.

Halifax, Nova Scotia, August 31, 1848.

Three principal Lines or routes for a Trunk Line of Railway present themselves for consideration; and by combining portions of two of these Lines together, a fourth and fifth route may be formed.

1st.—Commencing at Halifax and crossing the Province of Nova Scotia to a Port in New Brunswick, and then by Fredericton along the Saint John River, to the Grand Falls.

From the Grand Falls by the best practicable route across the mouth of the Rivière du Loup, on the Saint Lawrence, and by the right bank of the Saint Lawrence to Quebec.

The distance by this route would be as follows:—

	Miles.
Halifax to Windsor,	45
Windsor to Annapolis,	84
Annapolis to entrance Bay of Fundy,	11
Across Bay of Fundy to Saint John, (by sea)	45
Saint John to Fredericton, ...	65
Fredericton to Woodstock,	62
Woodstock to Grand Falls,	71
The Grand Falls to mouth of the Rivière du Loup,	106
Rivière du Loup to Quebec,	110

Total distance Halifax by the Saint John River to Quebec, 600

This line may be termed a mixed route—by Railway and Steamboat.

2nd.—Commencing at Halifax and running to Truro, at the head of the Bay of Fundy, thence over the Cumberland Mountains to Amherst, then along the coast from Bay Verte to Shediac, thence by a north-westerly course, crossing the Rivers Richibucto and Miramichi above the flow of the tide, so as not to interfere with the navigation.

Then by the Valley of the North-western Miramichi to Bathurst, on the Bay Chaleurs, along the coast of this Bay to the Restigouche River, and by it and the Valley of the River Metapedia to the Saint Lawrence, and by the right bank of the Saint Lawrence to Quebec.

The distance by this route would be as follows:—

	Miles.
Halifax to Truro,	55
Truro to Amherst and Bay Verte,	69
Bay Verte to Shediac,	26
Shediac to Miramichi River,	74
Miramichi River to Bathurst,	56
Bathurst to Eel River, near Dalhousie,	48

Carried forward, 328

<i>Brought forward,</i>		328
Dalhousie to the mouth of the Metapedia River,	30	
Metapedia River to the mouth of the Naget River, near the Saint Lawrence,	86	
Along the Saint Lawrence from this point to Quebec,	191	
Total distance by this route,		635

This, for the sake of reference, may be called the Halifax and Eastern or Bay Chaleurs route, through New Brunswick to Quebec.

3rd.—Commencing at the Harbour of Whitehaven, near Canso, at the north-eastern extremity of Nova Scotia, thence along the Atlantic coast to Country Harbour and Valley of the River Saint Mary, thence by or near to Pictou and along the northern shore to Bay Verte.

From Bay Verte to or near the Bend of Petitcodiac, thence across to Boistown, and northerly to the Restigouche River, crossing it several miles to the east of the Grand Falls.

From thence by the most direct and practical course to the Trois Pistoles River, and along the right bank of the Saint Lawrence to Quebec.

The distance by this route would be nearly as follows :—

	Miles.
Whitehaven to Country Harbour,	40
Country Harbour to Saint Mary's Valley and Pictou,	64
Pictou and along the coast to Bay Verte,	77
Bay Verte to Bend of Petitcodiac,	40
Petitcodiac to Boistown,	80
Boistown to the crossing of the Restigouche River,	115
Restigouche River to Trois Pistoles, by the Kedgwick and Rimouski Vallies,	105
Along the Saint Lawrence to Quebec,	131
Total distance from Whitehaven by Boistown to Quebec,	652

This may be termed the direct route.

4th.—Combining the Halifax route through Nova Scotia, and the direct route through the centre of New Brunswick.

The distances will be probably as under:—

	Miles.
From Halifax by Truro and Amherst, to Bay Verte, as per route No. 2,	124 In Nova Scotia.
Bay Verte to the Bend of Petitcodiac, Boistown, Restigouche River, as per route No. 3,	235 In N. Brunswick.
By the Kedgwick and Rimouski, to the mouth of the Torcadi,	75
Mouth of Torcadi to the crossing of Trois Pistoles River,	30
Along the Saint Lawrence River to Quebec,	131
	595
Total distance from Halifax to Quebec by this route,	595

5th.—Combining the Whitehaven route through Nova Scotia with the Eastern or Bay Chaleurs route through New Brunswick to Quebec, the distances will be as under :

	Miles.
From Whitehaven by Pictou and the North Coast to Bay Verte, as in route No. 3,	181 In Nova Scotia.
From Bay Verte to the Bay Chaleurs, and mouth of the Metapedia, as in route No. 2,	234 In N. Brunswick.
Mouth of the Metapedia River to the mouth of the Naget,	86
Along the Saint Lawrence to Quebec,	191
	692
Total distance from Whitehaven to Quebec, by this route,	692

Thus the distances will be as under:—

	Miles.
1st. By the mixed route, Halifax to Annapolis, by the Saint John to Quebec, the distance will be 600	600
2nd. By the Halifax and Eastern, or Bay Chaleurs route, to Quebec,	635
3rd. By the direct route, Whitehaven, Boistown and Quebec,	652
4th. By the Halifax, Truro, Amherst, and Boistown, to Quebec,	595
5th. By the Whitehaven, Bay Verte and Bay Chaleurs, to Quebec,	692

The first line fails in the most essential object contemplated by the proposed Railway, viz. a free and uninterrupted communication at all times and seasons of the year, from the Port of arrival on the Atlantic terminus in Nova Scotia to Quebec.

The intervention of the Bay of Fundy is fatal to this route.

In Summer the transshipment of passengers and goods to and fro would be attended with the greatest inconvenience—loss of time and additional expense; whilst in Winter it would be even still more inconvenient and liable to be interrupted by storms and the floating masses of ice which then occur in the Bay.

In the case of the conveyance of Troops, transport of Artillery and munitions of war, the crossing the Bay would at any time be most objectionable, and if suddenly required in critical times, might be attended with the worst consequences.

Commercially too, it would destroy the fair prospects of the proposed line from Quebec to Halifax competing successfully with the route by the Gulf of Saint Lawrence, and with rival lines in the neighbouring States.

But there are also other serious objections to be offered against it.

Passing through New Brunswick and on the right bank of the River Saint John, as it must necessarily do, to the Grand Falls, it would, for a considerable distance, both before and after reaching that point, run along and close to the frontier of the United States.

In case of war, therefore, or in times of internal commotion, when border quarrels or border sympathies are excited, this line, when most needed, would be the most sure to fail, for no measures could be taken which would at all times effectually guard it from an open enemy and from treacherous attacks.

The passage across the Bay of Fundy, so close to the shores of Maine, would invite aggression, and require a large naval force for its protection.

The engineering difficulties as the line approaches the Grand Falls from Woodstock would not be easily overcome.

The space between the Saint John River and the Boundary Line becomes gradually contracted to a width of not more than two to three miles, and the country is broken and rough, whilst the banks of the Saint John are rocky and precipitous for many miles below the Falls.

From the Grand Falls to the Saint Lawrence, a distance of more than a hundred miles, the country is so far known as to make it certain that there is very difficult and unfavorable ground to be encountered, which would require careful explorations and extensive surveying.

This intervention of the Bay of Fundy, therefore, and the proximity of this line for a considerable distance, to the frontier of the United States, was so objectionable and fatal to this route, that the attention of the officers and the exploring parties was, after a slight examination of the country between Halifax and Annapolis, directed in search of other and more favorable lines.

To understand the comparative advantages possessed by the *other* routes, as well as to be able to weigh the objections which may be raised against each, and afterwards determine from their relative merits, which *is the best direction for the proposed line to take*, it will be necessary, previously, to give some description of the country through which the lines pass, the present amount and distribution of the population, and the engineering difficulties which were met with along the lines examined.

As it will be seen in the end, that only one of the lines, viz. the second, has been explored and carried out *successfully* from its terminus on the Atlantic quite through to Quebec, it may be perhaps considered superfluous to enter upon the discussion of rival

rival lines, but the object to be gained by so doing, is to show that so much has been done and is known of the country as to render further explorations for new lines unnecessary, because, if completed, they would not be likely to be recommended in preference to the one which will be proposed for adoption.

The distance from the Atlantic coast of Nova Scotia to the bank of the Saint Lawrence is about 360 miles in a straight line. Intersecting the country which must be traversed by any line of Railway and crossing its course at right angles, are *five great obstacles* which have to be either surmounted or avoided.

1st is a broad range or belt of high and broken land which runs along the Atlantic shores of Nova Scotia, from Cape Canso to Cape Sable. The breadth varies from about twenty miles in its narrowest part up to fifty or sixty miles in other places. Its average height may be about five hundred feet. The strata of which it is composed consist of granite, slate, and a variety of rocks, hard and difficult to cut through. The characteristic features of the surface are rugged and uneven, and therefore very unfavourable for railway operations. No useful minerals of the metallic kind have been found in it, in quantities sufficient to work to advantage.

Valuable quarries of stone for building purposes are abundant, but these will be found everywhere nearly along the proposed line.

This formation is estimated to cover nearly two-thirds of the surface of Nova Scotia. It is generally speaking unfavourable for agriculture; the timber on it is stunted in growth, and it is an object of some importance to pass through it and leave it behind as soon as possible.

If a line be drawn from the head of the estuary of the Avon, near Windsor, to the Great Shubenacadic Lake, and then across the Steniacke River, along the upper parts of the streams in the County of Pictou, to the Gut of Canso, all the portion lying to the south of this line belongs to this formation, and all to the north of it to the more favourable and highly valuable formation of the carboniferous system.

The narrowest and shortest line by which this range or belt can be crossed, occurs at Halifax, and at the same time, owing to a favourable break in the chain, at the lowest point in altitude; the summit level through it not exceeding ninety feet.

The Halifax line (route No. 2) is clear of it in twenty miles. Before the same can be done by the Whitehaven and Direct line (route No. 3), it must follow the coast for upwards of thirty miles, as far as Country Harbour, and then a further course across it of another thirty miles; involving in this distance *two* if not three tunnels, and must surmount a summit level of 400 feet.

2. The second great obstacle is the Bay of Fundy. This, as stated, is fatal to the first route. By the other routes it can be turned and avoided.

3. The third obstacle is the range of Cobequid Hills. These extend all along the north shore of the Bay of Minas and very nearly across but not quite to the shore at the Straits of Northumberland. In breadth the range preserves nearly an uniform width of about 10 miles. In altitude the hills average from 800 to 1000 feet. The lowest point, after a careful survey, was found to be at the Folly Lake, 600 feet above the sea. This range can be avoided and passed by the Whitehaven and Direct route, but must be surmounted and crossed over by the Halifax and Eastern line (route No. 2.)

The prevailing rocks are granite, porphyry, and clay slate, in the upper portions; along the shore of the Bay of Minas and on the northern side, the formation is of the red sandstone and the coal measures.

This range abounds with the most valuable minerals, of which a large mass of specular iron ore, of unequalled richness, occurs close to the line, and only requires facility of carriage for bringing coals to the spot, to be worked with profit.

A large portion of this tract still remains ungranted, and timber of excellent growth, with abundance of the finest stone for building purposes, are to be met with, and still belonging to the Crown, can be had for the expense of labour only.

4. The fourth obstacle is the broad and extensive range of highlands which occupies nearly the whole space in the centre of New Brunswick from the Miramichi River north to the Restigouche. Some of these mountains rise to an altitude exceeding 2000 feet.

The Tobique River runs through them, forming a deep valley or trough, which must be crossed by the Direct line, and increases greatly the difficulty of passing by them.

The lowest point of the ridge, overlooking the Tobique River, at which any line of Railway must pass is 1216 feet above the sea. Then follows a descent to the River of 796 feet in 18 miles, and the summit level on the opposite ridge or crest between the Tobique and Restigouche waters, is 920 feet above the sea, or a rise of 500 feet above the point of crossing at the Tobique water. These great summit levels which must be surmounted, form a serious objection to this route.

The Eastern line by the coast avoids this chain altogether. The greatest summit level along it will not be above 368 feet, while the distance by each from the Province line at Bay Verte to the Restigouche River, (the northern limit of New Brunswick,) will be as nearly as possible the same, there being only a difference of one mile in these two routes through this Province.

The rocks composing this chain of mountains are granite, various kinds of slates, grauwacke, limestone, sandstone, &c.

5. The fifth and last obstacle to be overcome and which cannot be avoided by any of the routes, is the mountain range running along the whole course of the River Saint Lawrence in a very irregular line, but at an average distance from it of about twenty miles. It occupies with its spurs and branches a large portion of the space between the Saint Lawrence and the Restigouche River. The rocks and strata composing the range are of the same character and kind as the Tobique range. The tops of the mountains are as elevated in the one range as in the other.

The exploring parties failed in finding a line through this range, to join on to the direct line through New Brunswick, but succeeded in carrying on the Eastern or Bay Chaleurs route, owing to the fortunate intervention of the valley of the Metapedia River.

The line which was tried and failed, was across from the Trois Pistoles River by the heads of Green River, and down the Pseudu, or some of the streams in that part running into the Restigouche River.

A favourable line from the Trois Pistoles was ascertained along the Eagle Lake and Torcadi River, as far as the Rimouski, and it is probable that by ascending this River, and descending the Kedgwick River, this line, route No. 4, could be completed.

But it is most improbable that it could compete in favourable grades with the Metapedia.

It will be allowing it sufficient latitude to suppose it will be equal in engineering merits, and that if accomplished, it will give the route No. 4 an apparent advantage of forty miles in distance.

A very striking characteristic in the geological formation of North America, and which has been noticed in the writings of persons who have described the country, is the tendency of the rock strata to run in parallel ridges in courses north easterly and south westerly.

On referring to the General Map No. 1, and confining the attention more particularly to that portion of country east and north of the Saint John River through which any line must pass, this general tendency cannot fail to be remarked.

The River Saint Lawrence—the main Restigouche River and intermediate chain of mountains—the Tobique River and mountains—all the Streams in New Brunswick, (the main trunk of Saint John and a branch of the Miramichi excepted.)

The Cobequid Range, the Bay of Fundy, and the high and rocky range along the Atlantic shore have all this north east and south western tendency.

It will be evident, therefore, that any line from the coast of Nova Scotia to the Saint Lawrence has a general direction to follow, which is the most unfavourable that could have occurred for it, having to cross all these mountain ranges, streams, and vallies at right angles nearly to their courses.

The lines explored for the direct route through New Brunswick were obliged on this account to keep the elevated ground crossing the upper parts of the streams.

By so doing, a line was found to the Restigouche which may be considered just within the limits of practicability; but having very unfavourable summit levels to surmount.

And the peculiar formation of the strata and general course of the vallies and streams renders it most improbable that any further explorations to improve this direct line through New Brunswick would be attended with much success.

Very fortunately for the eastern line, one of the branches of the North-western Miramichi presented itself as an exception to the general tendency, and enabled that line to reach the coast of the Bay Chaleurs.

The distance across in a direct line from the coast of Nova Scotia to the Saint Lawrence has been stated at about 360 miles, forming the difficult and unfavourable portion of the line. When the Saint Lawrence mountains are passed, then the tendency of the strata and courses north easterly and south westerly, becomes as favourable for the remaining 200 miles along that River, as it was before adverse.

The general character of the ground between the Saint Lawrence River and the mountains, is that of irregular terraces or broad vallies rising one above another by steep short banks, having the appearance as if the River had at some former periods higher levels for its waters.

The streams run along these vallies parallel with the course of the Saint Lawrence until meeting some obstruction they turn suddenly off and find their way over precipices and falls to the main River.

Having described such of the physical features of the country which form *obstacles* in the way of the lines under consideration, it is proper next to describe those features and other resources which are advantages, and should be *sought* for by competing lines.

The geological systems which prevail through the intermediate country to the mountain ranges are the carboniferous and new red sandstone.

They include large deposits of red marl, limestone, gypsum, free stone of excellent quality for building purposes, and extensive beds of coal. Indications of the latter are met with in abundance from the banks of Gay's River (twenty miles from Halifax,) up to the Restigouche River, and along the shores of the Bay Chaleurs.

Wherever these systems and minerals are found, a strong and productive soil, favourable for agricultural pursuits and settlement, is sure to accompany them.

The surface of such a country too is generally low or moderately undulating, and therefore the more of such a district that a line can be led through, the better for it.

In Nova Scotia this formation occupies its northern section, and amounts to nearly one third of its whole area. It then extends all over the southern and eastern parts of New Brunswick.

In this respect, therefore, the route No. 2 has a decided advantage.

The greatest and most valuable coal field is that of Pictou.

It is situated on the south side of that harbour. The exact extent of the bed is not known, as it is broken by a great (geological) fault. It occupies, however, an area of many square miles.

The coal is bituminous, of good quality, and the veins of most unusual thickness.

Mines in it are extensively worked, and large exports from them are made to the United States. Iron ore is abundant.

This is an advantage in favour of the Whitehaven and direct route.

The next great coal district is the Cumberland field, and it is second only in importance to that of Pictou.

It is supposed to extend from the Macon River, west of Amherst, over to Tatmagouche in the Straits of Northumberland.

Some mines in it have been recently opened, and promise to be very productive.

The Line No. 2 passes over this field for miles, and may be considered from that circumstance, as not being deprived altogether of an advantage possessed by the other route.

The *great* agricultural capabilities of the Eastern Counties of New Brunswick have been described in the Reports of Mr. Perley, the Government Emigration Agent, which were presented to the New Brunswick Legislature in February 1847, and ordered to be printed.

One most important object to be attained by the construction of the Rail Road, is the settlement of the public lands, and the encouragement of emigration from the mother country.

As bearing very strongly upon this point in the choice of the best direction for the line, I subjoin the following extract taken from Bouchette's work on Canada, vol. 1, page 331. It is a quotation made by him from "The Commissioners Report of 1821."

"The Bay of Gaspé, and particularly the Bay des Chaleurs, are susceptible of the most improved agriculture. For the establishment of emigrants no part in Canada offers such immediate resources of livelihood as may be derived from the fisheries. It is a fact worthy of notice, that in the year 1816, when the lower parts of the Province were afflicted with a famine from the destruction of the harvest by frost, no such inconvenience was experienced at Paspébiac, nor at any other place within the level tract above mentioned."

The tract alluded to here is not clearly defined by the quotation, but it is supposed to mean the whole district along the south shore of the Bay Chaleurs.

This tends to show the effect produced by the vicinity of the sea, in moderating the temperature and saving the crops from untimely frosts. In this respect, therefore, the Line No. 2 has an important advantage over the one through the central and more elevated land of New Brunswick.

As the interior is approached, and the distance from, as well as the elevation above, the sea increases, the danger to crops from cold nights and early frosts also increases.

In the Madawaska Settlement, and on the Upper Saint John River, great failures of crops have occurred from this cause, and wheat and potatoes are very liable to be destroyed.

From the Bend of Petitcodiac to the Saint Lawrence, a distance of upwards of 300 miles, the direct line would pass through a perfect wilderness, with not a single settler on the whole line, except a few at or near to Boistown.

Leaving engineering difficulties for the moment out of the question, the cost of construction would be materially increased by the extra difficulties attendant on the transport of necessary materials, and in supplying with food the labourers and others engaged on the line.

This disadvantage is not shared by the second route, which can be approached in numerous places along the Gulf Shore by means of Bays and navigable Rivers.

The direct Line No. 4 will not have such advantages to present to settlers as the second. On the contrary, if adopted, it might be found necessary to incur expenses for the establishment of small communities along the line, to repair and keep it open.

The facilities for *external as well as* internal communication, and other advantages arising from commerce and the fisheries, which will be developed by the eastern line, (and entirely wanting along the direct route,) will, it is fully expected, make its vicinity eagerly sought for by settlers, and that it will, in the course of no very great length of time, lead to the extension of that long continued village which now exists with but little exception from Quebec to Metis (200 miles,) from the shores of the Saint Lawrence to the Atlantic Ocean.

An important item bearing upon the consideration of the best route, is the present distribution of the population in New Brunswick and Nova Scotia.

In illustration of this part of the subject, and to afford a better idea of the nature of the country than can be given by a merely outline plan, a model map (No. 3) has been prepared, shewing the whole course of the lines (Routes No. 2 and 4) from Halifax to the Saint Lawrence, and by the latter over the Trois Pistoles River, beyond which the line is continued through a level fertile and densely peopled district to Quebec.

The red line shows the proposed Route No. 2. The Halifax and Eastern or Bay Chaleurs line.

The black line shows the direct Route No. 4, from the Bend of Petitcodiac.

The yellow tint shows the present settlements.

The green is the wilderness of uncleared forest, unsettled, and the far larger portion of it still ungranted and waiting for occupation.

It must be premised that a branch Railway from the City of Saint John is contemplated to pass up the Valley of the Kennebecasis, and connect with the main Trunk at the Bay of Shediac.

The survey of this line, ordered by the Provincial Government, is in progress; and from the latest information received, the line promises most favourably. The

The total population of New Brunswick has been estimated to amount, at the beginning of 1848, to 208,012, distributed in the proportions as under :—

County of Restigouche,	4,214	
“ “ Gloucester,	10,334	
“ “ Northumberland,	19,493	
“ “ Kent,	9,769	43,810
“ “ Westmorland and Albert,	23,581	
“ “ Kings’,	19,285	
“ “ Saint John,	43,942	86,808
“ “ Queens’,	10,976	
“ “ Sunbury,	5,680	16,656
“ “ York,	18,660	
“ “ Carleton,	17,841	36,501
“ “ Charlotte,	24,237	208,012
Total,		

Of these, the first four, amounting to 43,810, are on the line of the proposed Route No. 2, and will be entirely thrown out by the adoption of the other.

Campbelton, Dalhousie, Bathurst, Chatham on the Miramichi, and Richibucto—sea ports and shipping places of consequence on the Gulf Shore; all of them susceptible of the greatest development, will be left isolated and cut off.

These ports are ice bound during the winter months; and Railway communication will be to them of the greatest importance.

It will affect most materially the interest of the City of Saint John, and the receipts upon their branch Railway.

It will affect also most sensibly the receipts of the main trunk line.

Along the south bank of the Saint Lawrence, from Quebec to Metis, there are settled along it in what can be only compared to one continued village for 200 miles, 75,000 inhabitants.

Of these also, a large population, probably 12,000 in number, residing between the Rimouski and Metis River will be deprived of the benefit of the Railway, if the direct line be adopted.

To counterbalance the serious detriment which would thus be caused, this line would diminish the length of the branch line, likely to be made to connect it with Fredericton, which is the Seat of Government, and contains about 6000 inhabitants.

The population of Nova Scotia may be estimated to be about, viz :—

City of Halifax and County,	40,000
County of Cumberland,	10,600
Do. Colchester,	14,900
Do. Pictou,	30,300
Do. Sydney and Guysborough,	23,200
Remaining Counties,	111,260
Total,	230,200

The population of Cape Breton is estimated at 49,600.

Of the above, if the Whitehaven and direct route be adopted, the City of Halifax and County, amounting to 40,000, will be excluded from the benefit of the line.

If the Halifax and eastern line (route No. 2,) be adopted, then the population of Sydney and Pictou, amounting to 53,500, will be excluded.

To the population in the southern or remaining Counties (111,200), the Halifax route will be of essential benefit.

From the other route, they would derive no advantage whatever.

It is now proposed to give an account of the explorations and their results.

The dotted lines on the General Plan, No. 1, show where these were made, and the courses taken.

In the season of 1846, the Cumberland Hills were very carefully examined ; sections with the theodolite were made, and barometrical observations taken, to ascertain the lowest and most favourable point for crossing them.

The line which had been cut out and explored for the military road was followed from the Bend of Petitcodiac to Boistown.

From Boistown the general course was followed, and levelled as far as the Tobique River, but the country was so unfavourable that new courses had to be constantly sought out.

A new line altogether was tried from the Tobique, as far as the Wagan Portage.

The results deduced from the observations and sections proved this line to be quite impracticable for a Railway.

Whilst the line was being tried, other parties explored from Newcastle on the Miramichi River, over to Crystal Brook on the Nipisiquit, the vallies of the Upsalquitch and its tributaries, and as far as the Restigouche River.

The country at the upper waters of the Nipisiquit, and the whole of the Upsalquitch vallies, were found to be rough, broken, and totally impracticable.

The result of this season's labours went to show, that the best, if not the *only* route that would be likely to be practicable, would be by the Northwest Miramichi to Bathurst, and then along the Bay Chaleurs.

During the winter, a small reconnoitring party (on snow shoes) was sent up the Metapediac Valley, as far as Metallis Brook, and they made their way across the country, from thence to the mouth of the Torcadi River on the Rimouski.

Their report on this line was rather favourable, and had there been any necessity for it, it would have been more fully explored the next season, (1847).

As soon as this was sufficiently advanced to admit of the parties entering the woods, the explorations were resumed.

A grade line was carried over the Cumberland Hills. It was cut out through the woods, from the foot on one side to the foot of the slope on the other, a distance of ten miles, and carefully levelled with a theodolite. This proved it to be quite practicable.

The exploration of the eastern line was again taken up.

It was commenced at the head of the tide, on the South West Miramichi, and was carried up the Valley of the North West Miramichi over to and down the Nipisiquit to Bathurst, and along the shores of the Bay Chaleurs to the Restigouche, up the Metapediac to the Metis, and along the bank of the Saint Lawrence to the Rimouski and Trois Pistoles River.

The result of this exploration was so satisfactory, that the party engaged upon it, returned by the same route, surveyed it, and took the levels along it back to the Miramichi River.

An exploratory line was then cut through the greater portion of the flat and generally level country between this River and the Province Line at Bay Verte.

An examination of the country was made from the Trois Pistoles River along the Saint Lawrence to Quebec ; which, with what had been done in Nova Scotia, during this and the former season, completed the whole of one good and favourable line from Halifax to Quebec.

The details are given in the accompanying Report, Appendix No. 1, General Plan No. 1, Model Map No. 2, and Book containing exploratory sheets, No. 16, containing plans and sections of the whole route, and comprises the line recommended to be adopted.

Unwilling to abandon the direct route through the centre of New Brunswick, by which, if a line could be successfully carried out, the distance would be so materially shortened, as is apparent by the mileage given in Route No. 4, it was determined to use every effort to decide either the practicability or impracticability of such a line. To this end large parties were employed the whole season.

One party explored, cut and levelled a line the whole way between the Napadogan Lake and the Restigouche River, a distance of ninety six miles.

The line explored was a very great improvement upon the one of 1846.

It

It is considered to be so far satisfactory as to prove that a line for that distance can be found which would be within the limits of Railway gradients.

The details are given in the Assistant Surveyor's Report, Appendix No. 2, with three exploratory sheets, Nos. 17, 18, 19, containing plans and sections of the ground passed over.

A large party was engaged in trying to find a line from Trois Pistoles River on the Saint Lawrence, through the highlands to the Restigouche River, for the purpose of connecting on to the New Brunswick party. The winter overtook them whilst still embarrassed in the highlands at the head waters of the Green River.

The dotted lines on the General Plan, No. 1, will show their attempts.

A line was tried up the Valley of the Abersquash, but it ended in a *cul-de-sac*. There was no way out of it.

A second line was carried from Trois Pistoles over to Lac-des-Isles, Eagle Lake; and by the middle branch of the Tuladi River, the north west branch and head waters of the Green River were gained.

But this point was not reached except by a narrow valley or ravine of four miles in length.

A theodolite section was made of it, and it was found to involve a grade of at least one in forty nine, and to attain that, heavy cuttings at one part and embankments at another would be necessary.

There is no occasion at present to enter upon the discussion of whether this should condemn a whole line; for having attained the Forks at the head of the main Green River, no way was found out of it, and this explored line, like the first mentioned, must be considered to have ended in a *cul-de-sac* also.

Further details are given in the Report of Mr. Wilkinson, the Surveyor entrusted with the more immediate charge of this part of the line, in Appendix No. 3, with sketches attached to it.

It is just probable that a line might be found by way of the Kedgwick River and the Rimouski as far as the mouth of the Torcadi River. From which to the Trois Pistoles, there was ascertained to be no difficulty.

But as the advantages in every way, except distance, are so much in favour of the eastern line, it would only be incurring delay and perhaps useless expense in further explorations of this part of the country.

In the Report (Appendix No. 3,) there is a third route suggested for examination and trial, viz. by one of the lower branches of the Green River and the Squattock Lakes.

Whether successful or not, it is liable to the objection of approaching the frontier of the United States.

There remains to be noticed the exploration for a line of Railway from Whitehaven on the eastern coast of Nova Scotia towards Pictou and Bay Verte.

This was rendered necessary in consequence of the suggestion made by Captain Owen, R. N., to make Whitehaven the Atlantic terminus of the Railway:

The details of this exploration are given in the accompanying Report, Appendix No. 4, and exploratory sheets Nos. 20, 21, 22, and 24.

Engineering difficulties and expensive cuttings occur on this route.

From the commencement in the Harbour of Whitehaven the line *must* pass along a barren and rocky coast for upwards of thirty miles to Country Harbour, before it can turn off towards the interior. And it cannot do this and get clear of the sea shore without the necessity of making a tunnel of about a mile in length through a ridge of whinstone.

Again, at the Falls of the Saint Mary River there will be required a tunnel of a quarter of a mile, and a viaduct across a valley of about 500 feet in length.

The summit level occurs between Lake Eden and Beaver Lake, and is 400 feet above the sea.

At Grant's Bridge, on the East River, for nearly three miles in length, there would necessarily be several expensive cuttings through rocks of sandstone and limestone.

The length of this line from Whitehaven to Bay Verte is estimated at 181 miles. From Halifax to the same point is 124. Leaving a difference of 57 miles.

If the direct route No. 3 could be established, it would add 17 miles to the trunk line.

But as it is not to be supposed that Halifax, the capital and great commercial City of the Province, would in such a case allow itself to be excluded from the benefits of the proposed Railway, then it would involve, in addition to this 17 miles of trunk Railway, a branch line of probably 90 miles.

Or if the Eastern Bay Chaleurs line through New Brunswick be added on to it, as in route No. 5, then it will involve no less than 57 miles extra of trunk line, and the same necessity for the branch line of 90 miles mentioned.

To compensate for such disadvantages it must be shown that Whitehaven has *the most paramount claims* to be selected as the Atlantic terminus, in preference to Halifax.

The Harbour of Whitehaven is 120 miles nearer to England by sea than Halifax. Equivalent to, in ocean navigation by the steamers, ten hours.

This, it is readily conceded, is a very great advantage, and were there no drawbacks, or other considerations in the way, it would be quite sufficient to give that port the preference.

It is a well known fact however, that there is a time and season in the year when the Cunard Steamers cannot keep their direct course to Halifax even, but are compelled by fields of ice, to keep to the southward, and sometimes pass to the south of Sable Island.

During this time, which occurs in the spring of the year, and may last for two or three months, there would be some risk in their making direct for the more northern port of Whitehaven. And if for these three months the Steamers were obliged to make Halifax their port, then for that time the Whitehaven line would be useless.

In respect to the advantages which it is said to possess of remaining open all the year round, it is not quite clear that it does so.

From inquiries made on the spot in the summer of 1847, Captain Henderson learnt that the preceding winter the harbour had been frozen over entirely five to six inches thick,* and that it was sometimes blockaded up and much incommoded by ice.

Subsequently however, and during this winter when the objects of the inquiries made there in the summer became known, and the advantage of the Railway spoken of, a statement accompanied with affidavits was forwarded with a view to counteract the effect of the information given to Captain Henderson and the parties exploring there.

They are given in the Appendix No. 5 to this Report.

They tend to show that though the immediate entrance to the Harbour may be, and is generally clear, yet that large quantities of floating ice find their way through the Gut of Canso, and by Cape Breton, which pass off in a southerly direction, crossing the direct path of steamers and vessels from Europe.

The coasting vessels keeping in shore are not so liable to be molested by it.

The Harbour is admitted to be a fine sheet of water, but it does not and cannot vie with Halifax, either in appearance or capacity.

Referring to Lieutenant Shortland's Report, Appendix No. 5, who made a survey of it in obedience to the directions of Captain Owen, R. N., it appears that it is not free from the objection which is made against the Port of Halifax, and is its only drawback, viz. the prevalence of fogs.

Lieutenant Soortland says, "that in foggy weather the Harbour (Whitehaven) is difficult to approach, especially to a stranger, as the soundings in shore are very irregular, and I have not been able to learn any good indications of its vicinity to be gathered from the lead, so as to render its approach by that means certain; and Torbay, its immediate neighbour to the westward, is a dangerous place to get into.

"From the fishermen and small coasters I understand the currents round the point are uncertain and generally depend upon the wind, though the prevailing current is to the westward.

"I experienced this current in a boat when I visited the outer break, it was then setting to the westward at the rate of one mile and a half per hour at least. I also perceived vessels in the offing setting rapidly in the same direction, the breeze was from the eastward and light, though it had previously blown hard from the same point.

"We also on our passage from Halifax to Canseau, during a fog, with the wind from the south west, experienced an easterly current, but the land once made, the Harbour is easily attained, especially by a steamer."

This

* Vide Appendix No. 5.

This can scarcely be considered a favourable Report of its advantages as a Harbour intended for the great Atlantic terminus.

Accommodation and safety for a fleet of merchantmen could be expected there, as is to be found at Halifax.

To make it a safe approach Lieutenant Shortland continues thus :

“ A judicious arrangement of fog signals and light houses, with buoys, on the principal dangers, and a good survey with the sea-soundings well laid down, would make the approach in the night, or during fogs, attended with small danger to a careful seaman.”

One of the undoubted results of the Railway will be to make Halifax, if it be made as it ought to be, the Atlantic terminus, the great emporium of trade for the British Provinces and the far West.

Whitehaven has not the capacity for this, and in winter it is evidently dangerous for sailing vessels, and the selection of it as a terminus would be to exclude Halifax altogether, or to compel the formation of a branch Railway of 90 miles in length, in addition to 57 miles of trunk Railway.

It involves also the necessity of making expensive arrangements, light houses must be built, depôts for the supply of the steamers must be made, fortifications must be erected, and accommodation for a garrison provided. For the terminus of a great line of Railway would need protection in time of war.

At present there are only a few fishermen's huts.

The probable saving of ten hours of time in an ocean voyage which varies even with the Cunard Steamers, from nine to eighteen days, is not of such all absorbing magnitude as to entail, by the choice of the terminus, such a fearful amount of extra expense and inconvenience to a whole Province.

At a more advanced period perhaps, when the Provinces have attained all the prosperity they have a right to expect from this and other great works which would follow as surely as effect follows cause, then it may be time to consider the propriety of making a *branch* to Whitehaven.

Its selection now as the terminus would most materially affect the receipts to be expected from the traffic.

Whitehaven, therefore, with its longer and more expensive line of Railway, full of engineering difficulties, passing for miles through a district of country rocky, barren, and unfavourable for agriculture, benefiting a comparatively small proportion of the inhabitants, to the exclusion of the capital and the greatest amount of the Province; or else involving the necessity of making a branch line of 90 miles in length, is decidedly recommended to be *rejected*.

And the City and Harbour of Halifax, (one of the finest in the world,) is recommended to be selected as the Atlantic terminus for the proposed line of Railway.

That part of the direct route (No. 3 and 4,) viz. the line from the Bend of Petitcodiac by Boistown to the Restigouche and the Saint Lawrence, crossing the range of New Brunswick mountains, having to surmount two summit levels of 1,216 and 920 feet, causing heavy grades, and increasing materially the cost of transport; passing through a totally unsettled and wilderness country; involving greater difficulties in the transport of the materials necessary for its construction, and supplying food to the labourers engaged in its formation; excluding the towns and settlements on the Gulf Shore, and so preventing the development of the vast resources of the country to be derived from the fisheries; and also inflicting a serious loss to the interests of the main line, and to the intended branch from the City of Saint John, in New Brunswick, is, notwithstanding its one great advantage of diminished distance, recommended most strongly to be *rejected*.

And the Route No. 2, from Halifax to Truro, at the head of the Bay of Fundy, passing over the Cobequid Hills, and on or near to Amherst and Bay Verte, crossing from thence over to the Rivers Richibucto and Miramichi, above the flow of the tide, so as not to interfere with their navigation; then by the valley of the North West Miramichi and Nipisiguit River to Bathurst; then along the shore of the Bay Chaleurs to the Restigouche River; then by the valley of the Metapediac over to or near to the River Saint Lawrence; then by the route as shown in the General Plan No. 1, along the banks of the Saint Lawrence to Rivière du Loup, and from thence continued through

through either the second or third concessions along the River until it approaches Point Levi, is recommended as the *best direction* for the proposed Trunk Line of Railway from an eastern port in Nova Scotia through New Brunswick to Quebec.

It combines in the *greatest* degree the following important points :—

1st. The immediate prospect of direct, as well as the greatest amount of remuneration for the expenditure to be incurred ; the opening up a large field for provincial improvements for the settlement of Emigrants, and by affording the opportunity in addition to *internal*, of *external* communication, by means of the Gulf of Saint Lawrence and the Bay of Chaleurs, it will tend to develop in the highest degree the commerce and the fisheries of the Province of New Brunswick.

2nd. Passing along the sea coast for a great distance, and capable of being approached at several points by Bays or navigable Rivers, it possesses the greatest facilities for construction, tending to reduce the expense, and by its more favourable grades also the cost of working and subsequent maintenance.

3rd. By passing over a less elevated country, and at the least distance from the sea, there will be less interruption to be apprehended from climate, whilst the more favourable grades will increase the efficiency and rapidity of intercourse.

4th. Passing at the greatest possible distance from the United States, it possesses in the highest degree the advantage to be derived from that circumstance of security from attack in case of hostilities.

The best general direction for the proposed Trunk Line of Railway being admitted to be that of Route No. 2, viz. the Halifax and Eastern, or Bay Chaleurs Route, some additional remarks may be made upon its peculiar advantages, as well as upon the few engineering difficulties which occur, and in explanation of the plans and sections forwarded.

The details of the line are given in the Appendix No. 1. The plans referred to are the General Plan No. 1, the Model Map No. 2, (which should be stretched out on the floor to be properly viewed,) and the book containing fifteen exploratory sheets of plans and sections which relate exclusively to this line.

The City of Halifax is situated on the western side of the Harbour, whilst the best site for the terminus is on the opposite shore at Dartmouth.

The distance to Quebec from the latter will be four miles shorter than from the former ; and one great advantage is, that its shore line is as yet comparatively free from wharves and commercial establishments, and an extensive terminus can be formed there at less expense and inconvenience than on the Halifax side, where the Government dockyard and private establishments would interfere materially in the selection of a good site for it.

At Dartmouth it is expected that vessels entering the Harbour will be able to unload at the Railway premises, or probably into the Railway cars, whilst an equally good terminus is to be had at Point Levi, opposite to Quebec. The same Railway cars, loaded from the ships in Harbour at Halifax, will thus, after running an *uninterrupted* course for 635 miles, be delivered of their contents into the boats if not into the holds of vessels in the River Saint Lawrence. The same can of course be done from the River Saint Lawrence to the vessels waiting in Halifax Harbour.

Such an uninterrupted length of Railway, with such facilities at its termini, will be, it is believed, unequalled in the world.

In the transmission of goods and merchandize this will be a most favourable point in competing with rival lines. The American Railways, especially along the Atlantic States, are constantly interrupted, and passengers have to transfer themselves not only from Cars to Steam Boats, but sometimes from one set of Carriages to another set, in waiting for them on opposite banks of a River.

In Nova Scotia the passage over the Cobequid Hills cannot be effected without heavy grades of 1 in 79 and 1 in 85 ; but as these occur, the one ascending and the other immediately descending, and only for ten miles, the inconvenience can be easily got over by affording an assistant engine for the goods' trains at that part. No engineering difficulties are expected to occur from this up to the Restigouche River.

It is necessary, however, to make some remark in reference to the sections shown in the Book Exploratory, sheets 6 and 7, comprising that part of New Brunswick lying between Shediac and the North-west Miramichi.

The

The whole of this portion of the country is believed to be generally low and flat, with occasional undulations. The section run through it in the previous season of 1846, towards Boistown, confirmed this impression.

Its exploration and examination, therefore, was left to the last, and it was not until the really formidable looking obstacles had been explored and successfully got over, that the attention of the parties was turned to it.

As at this time the season was rapidly closing, the exploring parties were directed to cut *straight* lines through it, as the best means of obtaining the general altitudes and a knowledge of the country. No attempt was made to contour the hills. The sections, therefore, in these two sheets are not grades for the Railway, but of the ground passed over by the straight lines. With the exception of the immediate banks of the Saint Lawrence, this is expected to prove one of the easiest portions of the line.

When the line reaches the mouth of Eel River, it cannot proceed direct on to Dalhousie, but must turn off up the valley of that River.

Two courses are afterwards open to it, one to turn off through a valley, by which it can soon gain the Restigouche, the other to proceed on to the head waters of Eel River, and then turn down to that River. Which is the best of these two routes can be better determined when the detailed surveys of the route are made.

The most formidable point of the line is next to be mentioned,—this is the passage up the Metapediac valley.

The hills on both sides are high and steep, and come down either on one side or the other, pretty close to the River's bank, and involves the necessity (in order to avoid curves of very small radius) of changing frequently from one side to the other. The rock, too, is slaty and hard. From this cause, 20 miles of this valley will prove expensive, but the grades will be very easy.

About fourteen bridges of an average length of 120 to 150 yards will be required up this valley. There is also a Bridge of 2000 feet long, mentioned in the detailed report, as necessary to cross the Miramichi River.

But bridging in this country is not the same formidable affair that it is in England.

The Rivers are nearly always shallow, and the materials, wood and stone, are close at hand.

The Bridges in the United States on the best lines are built of wood on the truss-work principle, with stone piers and abutments.

On the Boston and Albany lines, and on many others in the New England States, the Bridge generally used and approved of is known as "Howe's Patent Truss Bridge."

The cost of this kind of Bridge, as furnished by the parties who have purchased the Patent, is as follows:—

For spans of 60 feet, single track, \$11 per foot,	....	....	£2	5	10	Sterling.
Do. 100 " " 18 "	....	....	3	15	0	"
Do. 140 " " 21 "	....	....	4	7	6	"
Do. 180 " " 27 "	....	....	5	12	6	"
Do. 200 " " 30 "	....	....	6	5	0	"

The cost for double track would be about 55 per cent. additional.

The price includes the whole of the superstructure ready for the rails, but not the piers and abutments.

The Bridge over the Connecticut River at Springfield, is built on this principle; it has seven spans of 180 feet each, and the sill of the Bridge is 30 feet above low water. On other lines the same kind of Bridge is used, but no iron work is permitted, (the unequal expansion and contraction of this metal is objected to,) and the addition of an arch is introduced.

A Bridge built on this principle on the Reading Rail Road, 1800 feet long, cost 40,000 dollars, equivalent to £8,330 sterling.

Soon after passing the valley of the Metapediac, the great obstacle of the Saint Lawrence chain of mountains is got over, and the line may range away towards Quebec. Having, however, occasionally a river or ravine to cross, whose passage requires consideration.

At the Trois Pistoles, the stream in the course of ages has worn out a very awkward and deep ravine. The bank on one side is generally steep and abrupt, whilst that on the

the opposite is low and sloping away back for a long distance, before it again reaches the height of the table land.

The most favourable site for crossing it occurs at about eleven miles from the Saint Lawrence, where the two banks come nearer to each other, and are more equal in height.

At this point the breadth of the stream is 100 feet at bottom. The width between the banks at top 500, and the depth is nearly 150 feet. The banks are rocky. Though formidable it is by no means impracticable.

On the New York and Erie Railway there is a Bridge whose roadway is 170 feet above the bottom of the ravine, which it crosses by one span of 275 feet. Its cost was £5,200.

From Rivière du Loup to Quebee, the Railway might, but for the snow, be carried almost at a surface level.

Through the whole of New Brunswick, for 234 miles, and through Lower Canada as far as Rivière du Loup, 167 miles, there will be found along the line abundance of timber and stone (including limestone) of the best quality for building purposes. There will be found also, in New Brunswick more especially, abundance of gravel for the superstructure.

In Nova Scotia, the Railway will have to pass with but little exception through land which has been sold or granted away to individuals. The exception will be the other way in New Brunswick. It will be seen on reference to the Model Map, that it approaches the Settlements between Bay Verte and Shediac, and skirts along the Bay Chaleurs.

In Canada, from the mouth of the Metapediac to the Trois Pistoles, it runs through still ungranted land. But for the last 110 miles between Rivière du Loup, it runs through a densely settled country.

Until the detailed surveys are made, and the precise location of the line marked on the ground, it will be impossible to state precisely the exact number of miles it will pass through Crown Land.

If the following estimate be taken, it will not be much out :—

In Nova Scotia,	15 miles.
New Brunswick,	200 "
Canada,	160 "
Total,	375 "

The following synopsis will show approximately the quantities of ungranted land in the Counties through which the line passes :—

In Nova Scotia.

	Acres.
Halifax County,	780,000
Colchester,	120,000
Cumberland,	180,000
	<hr/>
	1,080,000

In New Brunswick.

Westmorland County,	301,000
Kent,	640,000
Northumberland,	1,993,000
Gloucester,	704,000
Restigouche,	1,109,000
	<hr/>
	4,747,000

In Canada.

Bonaventure,	2,000,000
Rimouski,	5,000,000
Kamouraska,	500,000
L'Islet,	600,000
Bellechasse,	500,000
	<hr/>
	8,600,000

General Total, 14,427,000

The land for the Railway will have to be purchased in Nova Scotia for nearly its whole course, and in Canada for the 110 miles mentioned.

The latter, however, it is expected, will cost very little more than the expense which it would be necessary to incur in cleaning, getting out the stumps, and preparing the wild lands for the Rail Road.

No part of the line will ever be at any great distance from Crown Lands; but it will be a question of detail for this part as well as for the Nova Scotia section, whether it will be more advantageous to cut and convey from them the timber and materials required, or purchase them.

The direction of the proposed line being determined upon, the next points which present themselves for consideration are, the character of the road and method of construction.

In the first instance it is considered that one line of rails will be sufficient, but in taking ground for the Railway and Stations, and wherever the line passes, regard should be paid always to the prospect of its being made at some future time a double track. And in the anticipation of a heavy traffic, which there is a fair prospect of soon passing along it, and with a view to ultimate economy, as well as the saving of much inconvenience, it is recommended that that the road (being intended for the great trunk line) should be constructed at once in a substantial and permanent manner, with a good heavy rail, capable of bearing high rates of speed for passenger trains.

On all the principal lines of Railway in the United States, the flat iron bar is everywhere being discarded, and the H or T rail, generally of 56lbs. to the yard, is being substituted for it.

On several of the lines also a double track is being made, and the works constructed are of a more permanent character than formerly.

Much has been said in praise of the cheap method of making Railways in America, and the advantages to be derived from it in a new country.

As an example of this system and its practical results, the Utica and Syracuse Railway may be here quoted.

This road is 53 miles in length and forms part of the Great Western Line, connecting Albany, on the Hudson River, with Buffalo, on Lake Erie—one of the principal lines in the country.

In its construction more than a usual amount of timber was used. For a considerable portion of its length (upwards of 19 miles) it passes through a deep swamp. Piles were driven into this, to support a long continued trestle-bridge, over which the railway track was carried upon longitudinal bearers.

For the other 33 miles the grading was made in the usual manner by excavations and embankments: but the superstructure was of wood.

Upon the grading in the direction of its length, a small trench was excavated, and a sill of wood was firmly bedded in it. Where the sills abutted end to end, they were supported by a piece of wood, of the same section, laid beneath them. At right angles to and upon the upper surfaces of the sills were spiked cross-ties, and again, at right angles to the cross-ties, and immediately over the sills, were laid the longitudinal wood-bearers, to which the iron plates were firmly spiked. The centre of the rail and sill were in the same vertical plane.

Thus everything was done for economy: as much wood as possible being used. This railway for its construction and equipment cost on an average only £3,600 per mile.

It was thought worthy, in 1843, to publish an account of it in London, and it forms the chief subject of a volume, thus entitled "Ensamles of Railway Making, which, although not of English practice, are submitted to the Civil Engineer and the British and Irish Public."

The following Report is extracted from the Annual Statement of the Secretary of State to the Assembly of the State of New York, dated 4th March, 1847:—

"The Syracuse and Utica Rail Road has been opened for the transportation of passengers for the last eight years.

"The Company having determined to relay the road with an iron rail of the most improved form, have contracted for a considerable portion of the iron necessary, and are

are proceeding with the intention of laying a substantial structure adequate to the proper performance of the business required.

" The present wood structure has cost the company ....	....	\$417,075	55
" The iron now laid thereon is the flat bar and will be useless, and therefore will be sold. It is hoped that there may be derived from the sale of it ....	....	80,000	00
" Leaving the sum of, ....	....	\$337,075	55

which has been expended for the cost of the wood structure, which, in addition to a large annual amount for repairs, will be practically worn out, sunk, and gone, when the new structure is laid and used. The new structure, it is supposed, will cost about the same as the former, towards which, it is hoped, the old iron will pay as above \$80,000, leaving the sum of about \$300,000 to be raised by the company on its credit.

" This will, when paid, reimburse the capital of the company for the equivalent amount, which has been appropriated to the worn-out structure. In addition to the cost of the new structure, there will be required a considerable sum for new engines, cars, &c. The demand upon the company for the transportation of property at the close of the canal, has entirely exceeded its capacity to do this business. Property destined for sale in the eastern markets, in large quantities, was stopped at most points upon the line of Rail Road contiguous to the canal. Being practically confined to the winter months in this branch of business, it cannot be expected that the company could provide a supply of cars for this sudden and extraordinary demand, when they must stand idle and go to waste during two thirds of the year.

" When the Road shall be relaid with the proposed iron rail, the public will require that the trains shall be run with increased speed. In relation to this subject, it is deemed proper to refer to the following suggestions contained in the report of this company made last year.

" Very great embarrassment is experienced from the fact, that cattle are allowed to run at large, and to impede and so often delay the trains as at present. It is a serious matter, and unless more care shall be bestowed by the owners in restraining them, either at their own suggestion or in pursuance of some proper law to be passed, it will be found very difficult to make good time upon this line. A part of our business must be always done in the night, and it is then we experience the great hazard. The trains are frequently thrown off by them, and the danger to the persons in charge and to the passengers is imminent. The owners always insist upon pay for their animals destroyed, without reflecting upon the great damage that they cause to the property of the company, and the more fearful injury that might ensue to passengers. If the owners will not take care of them it is impossible to keep them off. In Massachusetts much less difficulty in this respect is experienced, for there, it is believed, a penalty is incurred by the owner of domestic animals that go upon the Rail Road. Our business is conducted with all possible care in this respect, and the enginemen suitably feel the risk of life or limb, (which to them is almost as important,) that they incur from the growing evil.

" A very proper law in this State has guarded the public and the company against direct wanton injury to the trains by individuals. It is submitted that *negligence* in allowing animals to run upon the Rail Roads should be prevented by some suitable restraints."

Some of the inconveniences arising from a cheap Railway may be learnt from this Report.

At this time the total amount spent upon its construction appears from the same report to have been 1,098,940 dollars, equivalent to £4,520, Sterling, per mile.

The new superstructure, it was supposed, would cost about the same as the former, viz. 417,075 dollars, or about £1,640, Sterling, additional, which will make the price of this Railway when completed as intended, £5,960 per mile.

In other parts of the States where these trestle-bridge or skeleton Railways have been made, instances have been known of the locomotive slipping down between the rails, which have warped outwards.

With

With a view, therefore, to ultimate economy and to save inconvenience and interruption to the traffic when once established, it is most strongly recommended that the line whenever commenced shall be at once properly and efficiently made.

In determining the form of the Road it is necessary to bear in view that it will pass through a country every where liable to be obstructed by heavy falls of snow. It does not appear, however, from the results of inquiries made in the United States, that anything beyond inconvenience, and some additional expense in the cost of working the line, is to be apprehended from this cause.

The Railway from Boston to Albany, which crosses the range of mountains between the Connecticut and Hudson Rivers, attaining upon them an elevation of upwards of 1400 feet above the sea, to which it ascends by a grade of about 80 feet per mile for 13 miles, traverses a country subjected to the same sort of Winter as the British North American Provinces.

The average depth of snow in the woods is from 3 to 4 feet, which is not much less than it is in the woods of New Brunswick and Canada.

In 1843, a year remarkable for the great number of snow storms which occurred, there was sixty three falls of snow, but the traffic was not interrupted to any very serious extent, not more than two or three trips.

To keep the Roads clear, two descriptions of snow ploughs are used, one for the double track and another for the single.* In the former the *share* of the plough travels immediately over the inner rail, throwing the snow outwards from the track. It is first used on one track, and then runs back upon the other.

In the single line the ploughshare travels in the centre of the track, throwing the snow off at once upon both sides.

For the double track the snow plough weighs from 5 to 6 tons, and costs about £125. For the single track it is somewhat lighter.

The plough requires generally, when run without a train, two engines of 20 tons each, or with a train three engines.

When the fall of snow does not exceed a few inches, the small plough always fixed in front of the engine, consisting of an open frame-work projecting about 5 feet in front, and called a "*Cow scraper*," is found, when cased over, to be sufficient to clear the line. When the fall is deeper, the plough is used immediately after the snow has ceased to fall.

It can be propelled by three 20 ton engines through 3 feet of newly fallen snow at the rate of 6 miles an hour.

If the fall does not exceed 2 feet, it can travel at the rate of 15 miles an hour.

The drifts through which it is propelled are sometimes 15 feet deep, and from 200 to 300 feet long, and at others 8 or 10 feet deep, and from a quarter to half a mile in length.

The line of Railway is marked in divisions of about 8 miles, to each of which eight or ten men are allotted, who pass along the line each day with small hand ploughs, picks, &c., clearing away the snow and ice which the trains collect and harden between the rails and the roadway.

It is found that the freezing of the snow or rain upon the rails does not impede the heavy engines, as the weight of the forward wheels is sufficient to break it, and enable the driving wheels to bite.

Whenever, from local causes, the snow is found to drift on the line of railway, snow-fences are erected, which are found very effectual. They are simple board fences from 10 to 15 feet high, placed from 10 to 20 feet back from the roadway.

In wet weather the rails become very slippery, but the difficulty is overcome and the wheels enabled to bite upon the steep gradients by the use of sand boxes, which are fixed in front of the engine and immediately over the rails. These can be opened at pleasure by the engine-driver, and the sand is used wherever necessary.

The means thus successfully adopted to overcome the obstacles arising from ice and snow are employed much in the same way upon all the Railways which are exposed to them.

In the year 1847 the expense incurred under this head (removing ice and snow) upon the western Rail Road in Massachusetts, was according to the official return, 2,763 dollars, equivalent to £575 sterling.

Upon

* Vide Plans No. 30 and 31.

Upon many of the other lines expenses under the same head are returned, but very much smaller in amount.

In places where the rails are not raised above the general level of the country much greater difficulty is experienced in keeping the lines clear of snow than in parts where there are embankments.

From the foregoing, it does not appear therefore, that snow need be considered an insurmountable obstacle to the formation of a line of Railway from Halifax to Quebec.

To obviate as much as possible the liability to interruption from this cause, it is recommended that in the construction of the line, it be adopted as a principle, that the top of the iron rail be kept as high as the average depth of snow in the country through which the line passes.

In Nova Scotia this will require probably an embankment of 2 feet high, gradually increasing as it proceeds northward to the Saint Lawrence and along the flat open country on its banks, to 5 or even 6 feet.

The whole of that part of British North America through which this line is intended to be run, being as yet free from Railways, the choice of gauge is clear and open.

Without entering into and quoting the arguments which have been adduced in favour of the broad or narrow gauge of England, as it is more a question of detail than otherwise, it will be deemed sufficient for the present Report to recommend an intermediate gauge. Probably 5 feet 6 inches will be the most suitable, as combining the greatest amount of practical utility with the least amount of increased expenditure.

With the object of proceeding on to the consideration of expense of construction, the proposed trunk line will be supposed to have a single track with one-tenth additional for side lines and turn outs, to have a rail 65 lbs. to the yard, supported upon longitudinal sleepers with cross-ties, similar to the rail used upon the London and Croydon line, the wood to be prepared according to Payne's process, to have a gauge of 5 feet 6 inches, and as a principle, the top of the rails to be kept above the level of the surface of the ground, at a height equal to the average depth of the snow. For the best information as to the cost of making such a Railway, reference must be made to the works of a similar character in the United States.

At about the close of the year 1847, there were in that country nearly 5,800 miles of Railway completed or in progress. The average cost for those having a single track, has been estimated at 22,000 dollars, equivalent to £4,166 sterling per mile. For the double track 32,000 dollars, or £6,666 sterling per mile.

But the extreme differences which are to be observed in the cost of construction in the various States are so great, ranging from £1,600 up to £24,000 per mile, that no criterion can be established from averages obtained from such discordant data.

The State of Massachusetts affords the best materials for accurate information.

All the Rail Road corporations are by law obliged to make annual returns to the Legislature, and very valuable statistical information is thereby obtained upon Railway affairs.

From the official Reports for the year 1847, the following Table has been compiled :

RAIL ROADS IN THE STATE OF MASSACHUSETTS.

Name of Road.	Length of Road in Miles.	Total Cost of Road and Equipment.	Cost per Mile.	Form of Rail, and lbs. per yard.	Miles of Single Rail.	Miles of Double Rail.	Dividend for 1847.	Cost per Mile of Single Track, Sterling.	Remarks.
Boston and Lowell,	26	Dollars. 1,956,719	Dollars. 75,258	m. lbs. H } 14 45 } 20 56 } 31 63	None.	26	8	£ 7,830	
Boston and Maine,	73	3,021,172	41,385	} H 6 m. 45 lbs. } } rest 45 to 60 }	68	5	9	8,069	
Boston and Providence,	48	2,545,715	53,014		T' 56 to 58	324	154	74	8,316
Boston and Worcester,	44½ } 14 } 36 } 2 }	4,113,609	70,318	T' or H 60 to 64	14	44½	8	7,583	Including Branches
Connecticut River,	38 } 20 }	1,167,156	30,714	H 56 lbs.	38	None.	7	6,399	Do.
Eastern,	38 } 20 }	2,937,206	50,641	} H and Chair } } 57 } } 46 }	42	16	8	8,269	Do.
Fall River,	42	1,070,988	25,499		H 52 to 56	42	None.	—	5,312
Fitchburgh,	49½ } 2 }	2,406,723	46,732	T' 56 lbs.	46½	5½	10	8,635	Do.
Lexington and W. Cambridge, ...	6½	221,309	34,047	56 lbs.	6½	None.		7,093	
Nashua and Lowell,	14½ } 20 }	500,000	35,087	T' 56 lbs.	14	13	10	3,822	
New Bedford and Taunton, ...	59 } 7 }	483,892	23,042	56 lbs.	21	None.	8	4,800	Do.
Norwich and Worcester,	37 } 7 }	2,187,249	33,140	T' 56 lbs.	64½	14		6,725	Do.
Old Colony,	19	1,636,632	37,196	H 56 lbs.	44	None.	6½	7,749	Do.
Pittsfield and N. Adams,	118	446,353	23,492	H 56 lbs.	19	None.		4,894	
Western,	118	6,962,233	59,171	56½ to 70	99	19		10,617	
Total,	683½ } 146½ }	31,675,946			146½			7,950	Average for single Track per Mile.
Single Track,	880								

#

This Table comprises, with the exception of about fifty miles, upon which there occur some doubts as to what the account precisely embraces, the whole of the Rail Roads at present completed in the State of Massachusetts. The Table shows 683½ miles of Railway, including Branches, which have cost in their construction and equipment, 31,675,946 dollars, or £6,599,155 sterling.

There are 146 miles of double track. They have been taken as so much additional single track. A double track would not cost exactly twice that of a single one in its construction; but as these lines were made originally only with single tracks, and have been added to from time to time as circumstances would admit, it must have tended to increase the cost; and in calculating the average expense per mile, it is considered the result will not be much in error. The cost per mile it appears then has been £7,950 sterling.

There is no other State in the Union which presents equally good data for making an approximate estimate.

The climate and nature of the country bears also a strong resemblance to that through which the Halifax and Quebec line will pass, and in this respect the analogy of the two cases is extremely favourable.

The New York and Erie Rail Road, 450 miles in length, now in course of construction, will, it is supposed from the latest information, cost £6,250 per mile, exclusive of equipment.

The estimate for the Hudson River Rail Road from New York to Albany, now in progress, is for the single track £7,440 sterling per mile.

The estimate for the Montreal and Portland line is about £5,080 sterling per mile.

For the Great Western Rail Road in progress in Upper Canada, the estimate for that section of the line which would most resemble the Halifax and Quebec Road, is £5,638 per mile.

On referring to the Table, it will be seen that all the lines have either the H or T rail, generally 56 lbs. to the yard.

The price of Rail Road iron in the States is very much greater than in England, or what it can be procured for in the British Provinces. It pays a very high duty on importation into the States.

On some of the lines upwards of £15 per ton for rails has been paid. In England rails can now be bought for £8 or £9 per ton.

The advantage which the Halifax and Quebec line will possess over the lines in the Table in the respect of iron alone, may be estimated at £500 per mile.

When these lines were constructed also, the demand for labour was extremely great, and wages much higher than in the present day.

The average (of £7,950) derived from the Table may therefore very fairly be reduced by several hundred pounds.

The Halifax and Quebec line will have also many advantages which the American lines had not.

The land for the greater portion of the Road will not have to be purchased. Timber and stone will be had nearly along the whole line for the labour of cutting and quarrying.

Judging then from the analogy afforded by similar, or nearly similar lines in the neighbouring States, giving due weight to the considerations which have a tendency to modify the cost in the particular case of the Halifax and Quebec line, and forming the best estimate to be derived from the data obtained upon the exploratory survey, which, under the circumstances of a perfectly new country, only recently explored, and still covered with a dense forest, is all that can in the first instance be done; it is considered that if the sum of £7000 sterling per mile be assumed as the probable cost of the proposed line, it will not be far from the correct amount.

The total distance from Halifax to Quebec will be about 635 miles.

635 miles at £7000 per mile, will be	....	....	£4,445,000
Add one tenth for Contingencies, ...	....	....	444,500
			<hr/>
			£4,889,500

Or, in round numbers, five millions.

It is estimated, therefore, that the cost for construction and equipment of the proposed trunk line from Halifax, through New Brunswick, to Quebec, will amount to £5,000,000 sterling.

The question which presents itself next for consideration is a very important one, namely, the probable returns for such an expenditure.

The information to be afforded on this head can only be derived in a very general way, from a consideration of the present population and resources of the three Provinces.

The direct communication between the two termini, Halifax and Quebec, is of a very limited nature.

By land, it is confined almost to the conveyance of the Mails. Passengers proceed generally by way of the United States.

By sea, in 1847, the communication was by seventeen vessels, which arrived at Quebec, having a tonnage of 1257, and eighteen departed from that port for Halifax, whose tonnage amounted to 1386 tons.

This amount of intercourse does not at the first view appear encouraging to expected receipts, but when it is made to appear that this limited intercourse arises *entirely* from the want of good means of inter-communication, such as would be afforded by the proposed Railway, it becomes a strong argument in favour of making the line, rather than against it.

The communication of the Provinces with each other is cramped and restricted beyond measure by the same want.

By sea the amount of intercourse may be judged of by the Return given in Appendix No. 6, furnished by the Quebec Board of Trade.

The chief elements which enter into, and upon which depends the success of every Railway enterprise, are population, agriculture, and commerce.

At the extremities of the line, and for some miles along the Saint Lawrence, there is an abundant population. External commerce there is in an eminent degree. In that of agriculture its deficiency is great at present, but as there are millions of acres of good productive land only waiting for the hands necessary to cultivate them, and the means of access to which will be afforded by the Railway, this very circumstance may be made to conduce to the advantage of the line, and pay a large portion of the expense of its construction.

The population of Halifax (the Atlantic terminus) is estimated at 25,000 souls.- It is the capital of the Province, the seat of government, and its commerce extensive. The value of its imports and exports is estimated at £2,500,000.

The City of Quebec, the other terminus, according to the census of 1844, contained (including the County, which is not given separately,) 45,000 persons.

But this City derives additional importance from its being the one great shipping port and outlet for all Canada. By its port passes the whole trade of that Province. It may be regarded as the focus of commerce for a million and a half of souls. The value of the imports and exports together may be estimated at £5,500,000 sterling, giving employment to a very great amount of shipping.

This immense trade is of necessity crowded into six months, the navigation of the Saint Lawrence being closed for the remainder of the year.

In addition to these two great termini, there are lying on each side of the line two most important tributaries, viz., the City of Saint John and Prince Edward's Island. The former with a population in City and County together of nearly 44,000 persons, with a commerce of the value of £1,800,000 in exports and imports, giving employment also to a great amount of shipping. The latter with a population of 50,000 engaged principally in Agriculture and the Fisheries. The exports and imports of this Island are about £200,000 annually.

Between the City of Quebec and the River Metis there are, settled along the south bank of the Saint Lawrence, 75,000 inhabitants, all engaged in agriculture. These people are French Canadians, and almost every family has a small farm and homestead.

A striking peculiarity of these farms is their elongated shape, the length being generally thirty times that of their breadth, oftentimes a greater disproportion exists. The houses and farm-buildings are always built at one extremity, that which adjoins
the

the road dividing one set of concessions from another. There are generally three or four lines of houses and roads running thus along the Saint Lawrence.

The effect produced by this manner of parcelling out the land and building has been to *form* what can only be compared to one long and continued village for 200 miles.

For the first 100 miles out of Quebec, as far nearly as the Rivière du Loup, the proposed line of Railway will run through the centre of this extended village, and with a train of moderate length, the last carriage will scarcely have cleared the door of one house before the engine will be opposite another. For the second 100 miles it will leave these concessions and farms a little on one side, but still within reach. A more favourable disposition of a population (comprised of small farmers) for contributing to the *way traffic* of a Rail Road could scarcely have been devised.

In the country lying between the Restigouche River and Halifax, the inhabitants who will be near to the Rail Road will amount to about 100,000; making the population, either upon or near to the line, including the two termini, 250,000 persons. But if the *total* population be taken within the area, which will be benefited *by* and become contributors to the line, then it may be estimated at not less than 400,000 souls.

In a report of the Directors, made upon the New York and Erie Rail Road in 1843, when the question of proceeding with that line was under consideration, one of the data upon which its future receipts was calculated was derived from population and relative distance. And using the data obtained from the working of one portion which had been completed and was in operation, it was calculated that 531,000 persons on a line of 425 miles in length, would return in *net* earnings to the Railway 1,343,500 dollars, or 2½ dollars nearly per head, equivalent to 10s. Sterling. As the Rail Road is not yet completed, the true result cannot yet be seen.

The net earnings of the Rail Roads in Massachusetts for the year 1847 were 2,290,000 dollars. The population of that State, over whose area Railways are every where extended, and the whole of which may therefore be considered as tributary to them, being at the time about 800,000. This gives 2½ dollars per head, equivalent to 11s., or the same result nearly.

Applying the same ratio (of 10s. per head) to the 400,000 inhabitants who are within the area, and likely to become tributaries to the Quebec and Halifax Railway, it would give £200,000 as its probable revenue.

The great staple of trade of New Brunswick is its timber. For this all absorbing pursuit the inhabitants neglect agriculture, and instead of raising their own supplies they import provisions in large quantities from Canada and the United States. In the year 1846, New Brunswick paid to the latter, for provisions alone, £216,000, Sterling, whilst, in return, the United States only took from them £11,000 in coals and fish.

Of Nova Scotia the great staples are timber and the products of the fisheries. The inhabitants import provisions also largely.

Canada is an *exporting* country, and capable of supplying the demands of both.

In the Winter of 1847-8, the price of flour at Halifax and Saint John was at 40s. the barrel, and it was being imported from the chief ports in the United States, even from as far as New Orleans in the Gulf of Mexico. At the same time, at Quebec the price for flour was only 25s. per barrel. A very great difference, which, had the Rail Road been in existence, would not have occurred.

Another great source of revenue likely to be developed by the Railway is that of coals, to be derived from the Great Cumberland Field.

Quebec and the upper country would no doubt take large quantities for their own consumption. Halifax the same for itself, and also for exportation to the United States.

Considerable returns would arise from the fisheries and from the products of the forest lying contiguous to the line, which would find their way by it to the shipping ports.

The country through which the Road will pass possesses, therefore, *in itself*, elements which, when fully developed, cannot fail to realize large receipts.

But there are, exclusive of these, other and highly important sources for productive revenue.

Halifax may be considered to be the nearest great sea port to Europe.

Passengers travelling between England and the Canadas would adopt this Railway as the shortest and best line which they could take. Emigrants would do the same.

The

The mails, troops, munitions of war, commissariat supplies, and all public stores, would naturally pass by it, as the safest, speediest and cheapest means of conveyance.

If a straight line be drawn from Cape Clear in Ireland, to New York, it will cut through or pass close to Halifax.

The latter is therefore on the direct route; and as the sea voyage across the Atlantic to New York may be shortened by three days nearly in steamers, it is not improbable that on that account, when the branch Rail Road to Saint John is completed, and other lines to connect on with those in the United States, the whole or the greatest portion of the passenger traffic between the Old and New World would pass through Halifax, and over a great section of the proposed Rail Road.

But the great object for the Railway to attain, and which, if it should be able to accomplish, fits capability to pay the interest of the capital expended would be undoubted, is to supersede the long and dangerous passage to Quebec by the Gulf of St. Lawrence.

To make *two* voyages in a season vessels are obliged to leave England earlier, and encounter the dangers of the ice in the Gulf, much sooner than it is safe or prudent for them to do.

The loss of life and property which has occurred from this cause, and returning late in the autumn, has been enormous. It cannot be ascertained, but probably it would have more than paid for the Railway.

An opinion may, however, be formed of it from the rates of insurance, which in the spring and autumn are as high as 10 per cent. A much higher rate than to any other part of the world.

The navigation of the Saint Lawrence is closed for about six months of every year. During the whole of this period all the produce of the country is locked up, and necessarily lies unproductive on the hands of the holders.

The surplus agricultural produce of the year cannot be got ready to be shipped in the season it is produced. In the winter of 1846-7 it has been stated on good authority, that 500,000 barrels of flour were detained in Montreal at the time when famine was raging in Ireland. As soon as the season opened, there was such a demand for shipping to carry provisions, that the ordinary course of the timber trade was deranged by it.

All this would have been prevented had the Railway been then in existence.

For six months in the year then, the Saint Lawrence would cease to be a competitor with the Railway, and large quantities of produce would be certain to be forwarded by it.

For the other six months of the year it would have also the following strong claims to preference:—rapidity of transport, the saving of heavy insurance, cheaper rate of freight from Halifax, vessels engaged in the Canadian trade could make *three* voyages to Halifax for *two* to Quebec.

The trade which is now crowded into six months, to the great inconvenience of every one concerned, rendering large stocks necessary to be kept on hand, would be diffused equally over the whole year.

It is most probable that these advantages will be found so great, that only the bulky and weighty articles of commerce, such as the very heavy timber and a few other goods will continue to be sent round by the Gulf of Saint Lawrence.

If such should prove to be the case, then the proposed Railway would have as much or perhaps more traffic than a single track could accommodate.

The cost of transportation, it is calculated, will not be too high on this line to admit of the above results being realized, and in that case, more especially if the capital can be raised at a moderate rate of interest, it is considered highly probable that it will even in a commercial point of view be a profitable undertaking.

From evidence given to the Gauge Commissioners in England, it appears that the cost of transport for goods on the undermentioned lines of Railway was as follows:—

Great Western, ....	....	....	....	·06	of a penny per ton per mile.
Grand Junction, ....	....	....	....	·13	“ “
Birmingham and Gloucester, ....	....	....	....	·09	“ “
South Western, ....	....	....	....	·10	“ “
London and Birmingham, ....	....	....	....	·12	“ “

5)·50

·10 Average per ton per mile.

This is supposed to be gross weight, including carriages, &c. One-fifth of a penny per mile per ton will be a liberal allowance for the net weight.

From a very carefully prepared document* extracted from a Report of the Commissioners appointed in 1846 by the Legislature of the State of New York, to locate certain portions of the New York and Erie Rail Road, it appears that the cost of motive power on some of the principal Rail Roads in the United States was 40 cents per train per mile, equivalent to 1s. 8d. sterling.

With the expected grades on the Halifax and Quebec line, it is calculated that an engine of good power, having the assistance of an extra engine for 25 miles of the distance, will convey 100 tons of goods at a moderate speed of 8 to 10 miles an hour over the whole line.

The total cost per train would then be—

635 miles, at 1s. 8d. per mile,	....	....	....	....	£52	18	4
25 miles, at 1s. 8d. for extra engine,	....	....	....	....	2	1	8
Total for 100 tons,					....	....	....
					£55	0	0

Or 11s. per ton for the whole distance. Equal to .207 drs. per ton per mile, the same nearly as the average on the English Railways.

At this rate, the *actual cost* of carrying a barrel of flour from Quebec to Halifax will be only 1s. 1d.; and if it be doubled, to pay interest on capital, then 2s. 2d. might be the price charged for its conveyance.

The freight of flour from Quebec to England may be taken at 5s. per barrel; from Halifax at 3s.

The difference in freight would therefore pay its transit by Railway, and the difference in the rates of insurance would be to the profit of the owner; and the voyage being shorter, there would be less risk of its arrival in the market in a heated or deteriorated condition.

Provisions and all other articles whose value is great in proportion to their bulk, would be as advantageously forwarded by this route.

It is fully expected therefore, that the Railway will be able to compete successfully with shipping in the Saint Lawrence even during the summer season.

But there is still another great and important source from which traffic may be expected, viz:—From those vast and extensive regions in the far west round the Lakes Huron, Michigan, and Superior.

By the completion of the canals along the River Saint Lawrence, the produce of these lake countries now finds its way to the markets of Montreal and Quebec.

Large cargoes consisting of upwards of 3000 barrels of flour, can now pass from their ports down to Quebec without once breaking bulk.

Already produce which found its way to New York by the circuitous route of the Mississippi and New Orleans, has been diverted to the channel of the Saint Lawrence.

The extent to which this will take place it is not possible yet to calculate; but there is no doubt that large quantities of produce which formerly found its way to the Atlantic ports of New York and Boston, will be diverted to the Saint Lawrence.

Of the enormous exports of provisions from the United States, the following will give some idea:—

		In 1846.	In 1847.
Flour—barrels	....	2,289,476	4,382,496
Wheat—bushels	....	1,613,795	4,399,951
Corn—bushels	....	1,826,068	16,326,050
Meal—barrels	....	293,720	918,066

The greatest portion if not nearly all this immense produce of which the above forms only a *few items* in the *great account*, was received at the Atlantic ports from the far West. And it is for this most important and still increasing trade, that Montreal and Quebec will now, by means of the Saint Lawrence canals, have the most favourable chance of a successful competition with New York and Boston.

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* Vide Appendix No. 7.

It has been calculated that the cost of transport for a barrel of flour from the Lakes to New York was 5s. 1d. sterling; to Boston 6s., exclusive of charges for trans-shipment.

By the Quebec and Halifax line it is estimated, now that the canals are open, a barrel of flour may be delivered at Quebec for 2s. sterling, and carried to Halifax for 2s. 2d.; total 4s. 2d.

By the Montreal and Portland, 1s. 8d. has been estimated as the price per the Railway, to which if 2s. more be added as freight to Montreal, the price by that line will probably be only 3s. 8d. sterling per barrel. The Montreal and Portland will have, therefore, an apparent advantage over the Quebec and Halifax line, arising from its much shorter distance. But there are some drawbacks attending it, which may cause the preference to be given to the latter notwithstanding. The line passes through the United States.

A transit duty of 2½ per cent. *ad valorem*, has to be levied upon all foreign produce, and introduces the inconvenience of custom houses and custom house officers.

Portland is a foreign port, and is 400 miles by sea farther from England than Halifax.

It has been seen in a former part of this report, when speaking of the Utica and Syracuse Railroad, how inadequate that line was to take all the traffic which was required to be forwarded by it, at the time the Erie Canal is closed.

The growing population and produce of the Western States are so gigantic, that it is probable there will be more than sufficient to employ fully, *both* the Montreal and Portland and the Quebec and Halifax Rail Roads.

From the foregoing remarks, it will appear then, that although no very good or precise estimate of the returns for the expenditure of five millions sterling can be given, yet that there are very good general grounds upon which to form an opinion, that ultimately, if not at once, the line will, in a commercial point of view, be a very productive one.

The Montreal and Portland, which will be the great competitor with that of the Quebec and Halifax line, is an enterprise of a purely commercial and *local* nature. As such, it is not likely shareholders will be contented, unless they receive what they have every right to expect—a high rate of interest for the expenditure they have incurred, and the risk they have encountered in the undertaking.

But with the Quebec and Halifax it is very different. The enterprise is of *general interest*. It concerns the prosperity and the welfare of each of the three Provinces, and the honor as well as the interests of the whole British Empire may be affected by it. It is the *one* great means by which alone the power of the Mother Country can be brought to bear on this side of the Atlantic, and restore the balance of power now fast turning to the side of the United States.

Every new line of Railway made in that Country, adds to their power, enabling them to concentrate their forces almost wherever they please, and by the lines, of which there are already some and there will soon be more, reaching to their northern frontier, they can choose at their own time any one point of attack, on the long-extended Canadian frontier, and direct their whole strength against it.

The Provinces, therefore, and the Empire having such interest in the formation of the Halifax and Quebec Line, it should be undertaken by them in common as a great public work for the public weal.

If so undertaken, the Provinces supported by the credit of the Mother Country, could raise capital at a rate of interest which could not be done by any company of shareholders. And if to this advantage be added, the disposal for the exclusive benefit of the Railway, of a portion of the wild lands along the line, and in the immediate country which it would be the means of opening to settlement and cultivation, then it is highly probable that it would be constructed for three millions sterling.

In a former part of this report it has been estimated that there are in the Counties through which this line will pass, fourteen millions of acres of land yet ungranted, and therefore remaining at the disposal of the Provincial Government.

The ordinary price of an acre of wild or uncleared land, is about 2s. 6d. to 3s. per acre. But where public roads are made through them, the value immediately increases,

increases, and it will not be considered an extravagant estimate, to suppose that the land along it or in the immediate vicinity of the Railway, will be worth £1 per acre.

For the construction of the Great Saint Lawrence Canal, by which Canada has now the prospect of reaping such immense advantages from the trade of the western country, the Imperial Government guaranteed the interest on a loan of two millions sterling and upwards, at 4 per cent. This loan was easily raised, and a large premium per cent. was received in addition for it.

There can be little doubt that another loan of three millions sterling at the same rate of 4 per cent. interest could be raised upon the credit of the Provincial Revenues if guaranteed by the Mother Country. With this amount of capital, and two millions of acres to be reserved, and sold from time to time, it is conceived the Railway may be made.

Upon the strength of these two millions of acres and the loan as a basis, a large amount of *notes* might be issued in payment of the wages and salaries of the labourers and other persons employed on the works of the Railway. They should be made receivable for taxes and customs duties. The amount authorized to be issued might be limited to the extent of the acres, and as these were sold an equal amount of the notes should be cancelled.

The issue of a number of notes which would pass current over the three Provinces would be conferring a great benefit upon the community at large. The currency is not the same throughout, and persons who travel from one Province to another are now put to inconvenience, and have often to pay a discount upon exchanging the notes of one Colonial Bank for those of another. Advantage might be taken of the measure to assimilate the currency of the Colonies to each other, and make it "Sterling," the same is in England.

By a little arrangement also, these notes might be made payable at the chief ports of Emigration in the United Kingdom; and in that case a very great convenience would be afforded to a large class of persons on both sides of the Atlantic.

To remit small sums now, requires the intervention of bankers or agents. This has the effect upon persons resident in the settlements, (and no doubt also often in the towns,) of preventing their sending the assistance which they otherwise would do to friends at home. Many a small note would be put up, and sent in a letter, which now is never thought of for want of the convenience.

In remitting sums from Halifax to England, the banks do not like to give bills at less than sixty days' sight. These notes would, therefore, become a great public benefit, and there would be no fear of their being kept in circulation almost to any amount.

Upon the loan of three millions, the interest at 4 per cent. would amount to £120,000 per annum.

Of this sum, it may be fairly assumed, that for the conveyance of the mails between Halifax and Quebec, the Post Office Department would be willing to pay annually an equal amount to what is now paid for the same service. This has not been officially obtained, but there are good grounds for supposing that it is nearly £20,000.

In the case, then, that beyond this, the Railway only paid its own working expenses, the sum of £100,000 would have to be made good out of the revenues of the provinces.

The proportion of this, or of whatever sum might be deficient to pay the interest on the loan, would have to be arranged; and it may for the sake of illustration, be supposed to be as follows:—

Nova Scotia,	20,000	Proportion	·2
New Brunswick,	20,000	"	·2
Canada,	30,000	"	·3
The Imperial Government,	30,000	"	·3
	£100,000		·10

For the proportion guaranteed by the Provinces they would receive the benefits conferred by the Railway in developing their resources, increasing the value of all property, promoting the sale and settlement of their wild lands, increased population, and increased revenue.

For the proportion guaranteed by the Imperial Government, all Government Officers, civil or military, troops, munitions of war, supplies, &c., for the public service, and *Emigrants* should be transported over the line at the cost price.

New Brunswick and Nova Scotia, it is understood, are most willing to guarantee the interest to the extent of their means, and in a fair proportion.

Canada having done so much already for the communications above Montreal, it is fully expected will not be backward in perfecting those below Quebec.

In the extreme case supposed above, viz. of the Railway yielding no returns beyond working expenses, it is not conceived that either one of the Provinces or the Empire would not receive an equivalent in some other form for its direct contribution to make good the interest.

An account is at present being taken of the existing way traffic between Halifax and Amherst, by the Commissioner appointed by Nova Scotia to collect statistics for the Railway. The same is being done for that portion of the line along the banks of the Saint Lawrence.

There is some reason to believe that these two portions of the line will be found to have sufficient traffic to pay, over and above working expenses, the moderate interest upon capital of 4 per cent.

If such should prove to be correct, then the foregoing statement would be modified and stand thus,—

Total distance, Halifax to Quebec,	...	...	...	635 miles.
Quebec to River du Loup,	....	....	....	110
Halifax to Amherst and Bay Verte,	....	....	....	125
				— 235
				—
Leaving unproductive still	....	....	....	400

If the total line can be done for £3,000,000, then the proportion for the 400 miles would be £1,889,600, or £2,000,000 nearly.

The interest for which would amount to £80,000.

Deducting £20,000 for the conveyance of the Mails, then the sum to be responsible for would be £60,000, which divided proportionally as before, would give for—

Nova Scotia,	....	....	....	£12,000	proportion	·2
New Brunswick,	....	....	....	12,000	"	·2
Canada,	....	....	....	18,000	"	·3
Great Britain,	....	....	....	18,000	"	·3
				—		—
Total,	....	....	....	£60,000		·10

Therefore, for the responsibility (perhaps for *assuming it only*) of £100,000, or as the case may prove, £60,000, the Quebec and Halifax Railway may be made.

But to look at this great work only as a commercial speculation, and as yielding mere interest for the expenditure incurred, would be to take a very limited view of the objects it is capable of achieving.

In the United States they are well aware of the increased value which internal improvements and communications give to property of every kind.

In those countries works have been undertaken for that object alone, not for the mere return which the work, whether Railway, Road or Canal, would make of itself.

The indebtedness of the several States has been incurred almost entirely in making great internal improvements. And in the boldness and unhesitating way in which they have incurred debts and responsibilities for the purpose of developing their resources may be seen the secret of their unrivalled prosperity.

The State is in debt, but its citizens have been enriched beyond all proportion.

Most unfavourable comparisons are made by travellers who visit the British Provinces and the United States. And some have gone so far as to state, that travelling along where the boundary is a mere conventional line, they could at once tell whether they were in the States or not.

On the one side, the State Governments become shareholders to a large amount in great public works, *lead* the way, and do not hesitate to incur debts, for making what

has been termed "war upon the wilderness;" employment is given, and by the time the improvement is completed property has been created and the *employed* become proprietors.

On the other side, the Provincial Governments do not take the initiative in the same manner, and hence in the settlements, and in the Provinces generally, may be seen this marked difference in the progress of people who are identically the same in every respect.

Until the British Provinces boldly imitate the policy of the States in this regard, and make war upon their "wilderness," their progress will continue to present the same unfavourable contrast.

The creative or productive power of Canals, Railways, &c., may be traced in the history and progress of the State of New York.

The Erie Canal was commenced in 1817, and completed in 1825, at a cost of 7,143,789 dollars, or £1,400,000 sterling. In 1817 the value of real and personal property in the City of New York was, from official documents, estimated at £16,436,000 sterling. In 1825 it was estimated at £21,075,000 sterling. In 1829 the population of the State was 1,372,000, and in 1830 the population of the State was 1,918,000.

The Canal was found so inadequate to the traffic, that between the years 1825 and 1835 a further sum of £2,700,000 was expended in enlarging it.

Making the total cost to that date, £4,100,000 sterling.

It has been seen that in the City of New York—

In 1817 the official value of real and personal property was	£16,436,000
In 1835 " " " " "	45,567,000

Being an increase of 2½ times in eighteen years.

For the State of New York—

In 1817 the official value of real and personal property was	£63,368,000
In 1835 " " " " "	110,120,000

Or an increase of nearly £47,000,000 sterling in the value of property, attributed chiefly, if not entirely, to the formation of the Canals.

In 1836 the amount conveyed to tide-water by the Canal was 697,357 tons.

And on the first of July of that year there had accumulated in the hands of the Commissioners an amount sufficient to extinguish the whole of the outstanding debt incurred in its construction.

The net receipts from all the State Canals, after deducting the expenses of collection and superintendence, for the year 1847, was £449,270. Villages, Towns and Cities have sprung up along its course.

The population of the State, which was—

In 1810,	959,949
was in 1845,	2,604,495

In 1846 the value of real and personal property was estimated at £128,500,000.

It will be seen from the above, therefore, that in addition to the wealth created for individuals, the Canals produce a large annual revenue to the State.

The following extracts from the financial affairs and statistics of some of the States may be quoted in illustration of this part of the subject:—

1847.

Massachusetts.

	Dollars.
Total indebtedness of the State 1st January, 1847,	999,654
Credit of the <i>State</i> , lent to Rail Roads,	5,049,555
Total liabilities of the State,	6,049,209

As security for the redemption of the scrip *lent* to Rail Roads, the Commonwealth holds a mortgage on all the Roads, and also 3000 shares in the Norwich and Worcester, and 1000 in the Andover and Haverhill. *Pennsylvania.*

Pennsylvania.

	Dollars.
Public Property, Canals and Rail Roads, at original cost,	28,657,432

Maryland.

Receipts from Baltimore and Ohio Rail Road,	42,402
Receipts from Canal Companies,	11,550

North Carolina.

Debt of the State on account of Rail Road Companies,	1,110,000
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Ohio.

Debt contracted for the sole purpose of the construction of Public Works within the State,		19,246,000
Canals, 820 miles in length, cost,		15,122,503
Net receipts in 1846 after paying repairs and expenses,		408,916

In 1810 the population of this State was	45,865
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In 1820 do. do.	581,434
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In 1840 do. do.	1,519,467
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Or tripled nearly in twenty years, during the progress of her Canals.

Michigan.

Debt on 30th November, 1845,	4,394,510
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Total length of Rail Roads finished and belonging to the State, 222 miles.

This State was authorized to raise a loan of 5,000,000 dollars for *internal improvements*.

For the same purpose Congress granted to this State 500,000 acres of land.

In 1840 the population was	212,217
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In 1845 do.	304,278
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Or an increase of 50 per cent. nearly in *five* years.

Indiana.

	Dollars.
1st January, 1847, the Public Debt was	14,394,940

By the terms of the Act adjusting this debt, it is to be equally divided between the State and the Wabash and Erie Canal. Of this Canal, which is to be 458 miles long, 374 miles are in Indiana; 174 of this portion are finished and in operation. There remain 200 miles to be completed, upon which part about 1,200,000 dollars have been expended by the State. It is estimated to cost the further sum of 2,000,000 dollars to complete the entire Canal. To cover this amount, the State is to transfer to trustees 963,126 acres of land adjoining to or in the neighbourhood of the Canal.

The population of this State in 1811 was	24,520
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Do. do. 1830 "	343,031
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Do. do. 1840 "	685,086
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Or doubled in ten years.

Illinois.

	Dollars.
1847. Total Internal Improvement debt,	8,165,081
Total Canal debt,	6,009,187

\$14,174,268

The population in 1830 was	157,455
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Do. 1840 "	476,183
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Or tripled in ten years.

					Acres.
The sales of the Public Lands during one year (1845) in the					
United States amounted to,					1,843,527
					Dollars.
Producing					2,470,298

Or an average of 5s. 7d. sterling per acre.

But to show the effect produced by a Canal or Railway passing through property, the following extract may be quoted from the Report of a Board of Directors of the New York and Erie Rail Road Company in February, 1844:—

“The Board find that they have omitted one description of property which has heretofore been considered of great value, but the right to most of which has been lost to the company by failure to complete the road within a certain period; the most valuable of which consisted of 50,000 acres of wild land in Cattaraugus County, near Lake Erie, and one-fourth part of the Village of Dunkirk.

“An offer in writing was made in 1837 by responsible parties to take these donations, and pay further the sum of 400,000 dollars, provided certain portions of the Rail Road were completed within a specified time.”

That is, about 8 dollars, or 33s. 4d. sterling per acre.

In Michigan 461,000 acres were granted by Congress for the endowment of a University. These lands were selected in sections from the most valuable of the State. The minimum price of these was at one time 20 dollars, or £4 6 8 sterling per acre, but became lower afterwards; 17,142 acres, the quantity sold up to 30th November, 1845, brought £2 9s. per acre.

69,000 acres devoted to Schools were sold for £1 7s. per acre.

Such then are some of the results of making “war upon the wilderness.”

In New Brunswick there are, according to an official Report of the Surveyor General, dated 15th December, 1847, 20,000,000 acres, of which about 6,000,000 are either granted or sold, and 3,000,000 may be considered as barren or under water; leaving therefore at the disposal of the Government 11,000,000 of acres of forest land fit for settlement.

Of the 6,000,000 granted or sold, only 600,000 acres are estimated as being actually under cultivation.

By a statistical table published by W. Spackman, London, there are—

	Acres Cultivated.	Acres Uncultivated.	Acres Unprofitable.	Total Acres.
In England,	25,632,000	3,454,000	3,256,400	32,342,000
Wales,	3,117,000	530,000	1,105,000	4,752,000
Scotland,	5,265,000	5,950,000	8,523,930	19,738,000
Ireland,	12,125,280	4,900,000	2,416,664	19,441,944
New Brunswick,	600,000	16,400,000	3,000,000	20,000,000
Population of England,				14,995,508
“ Wales,				911,321
“ Scotland,				2,628,257
“ Ireland,				8,205,382
“ New Brunswick,				208,000

In Ireland there appears to be from the above table 17,000,000 acres of ground fit for cultivation, and it has a population of 8,000,000 to support.

In New Brunswick there is an equal amount of ground to cultivate, and it has only a population of 208,000 persons.

If the land yet uncleared and fit for cultivation be added which remains in the northern section of Nova Scotia, and again between the boundary of New Brunswick and the River Saint Lawrence to the east of Quebec, then there would be a quantity of nearly equal to that of England itself, supporting a population of 400,000 souls.

It is not too much then to say that between the Bay of Fundy and the Saint Lawrence, in the country to be traversed by the proposed Railway, there is abundant room for all the surplus population of the mother country.

Of the climate, soil, and capabilities of New Brunswick, it is impossible to speak too highly.

There is not a country in the world so beautifully wooded and watered.

An inspection of the map will show that there is scarcely a section of it without its streams, from the running Brook up to the navigable River. Two thirds of its boundary are washed by the sea; the remainder is embraced by the large Rivers—the Saint John and Restigouche.

For beauty and richness of scenery this latter River and its branches are not surpassed by anything in Great Britain.

Its lakes are numerous, and most beautiful; its surface is undulating, hill and dale, varying up to mountain and valley. It is everywhere, except a few peaks of the highest mountains, covered with a dense forest of the finest growth.

The country can everywhere be penetrated by its streams.

In some parts of the interior, for a portage of three or four miles, a canoe can float away either to the Bay Chaleurs and the Gulf of Saint Lawrence, or down to Saint John, in the Bay of Fundy.

Its agricultural capabilities, its climate, &c., are described in Bouchette's Works, in Martin's British Colonies, and other authors. The country is by them, and most deservedly so, highly praised.

There may be mentioned, however, two drawbacks to it, and only two.

The Winter is long and severe; and in Summer there is the plague of flies.

The latter yield and disappear as the forest is cleared; how far the former may be modified by it experience only can show.

For any great plan of emigration or colonization, there is not another British Colony which presents such a favourable field for the trial as New Brunswick.

To 17,000,000 of productive acres there are only 208,000 inhabitants.

Of these 11,000,000 are still public property.

On the surface is an abundant stock of the finest timber, which in the markets of England realize large sums annually, and afford an unlimited supply of fuel to the settlers.

If these should ever become exhausted, there are the coal-fields underneath.

The Rivers, Lakes and Sea coasts abound with fish.

Along the Bay Chaleurs, it is so abundant that the land smells of it; it is used as manure, and while the olfactory senses of the traveller are offended by it on the land, he sees out at sea immense shoals darkening the surface of the water.

For about the same expense, five emigrants could be landed in New Brunswick for one in the Antipodes. Being within a fortnight by steam from London, any great plan of colonization could be directed and controlled by the Home Government.

In case of distress or failure, it would be long previously foreseen; the remedy or assistance could be applied; or, if beyond these, there would be the upper country and the far west always open, and ready to receive the colonists.

The present limited population being so generally engaged in the pursuit of the timber trade and in the fisheries, there is the richest opening for agriculturists.

New Brunswick annually pays to the United States upwards of £200,000 for provisions and other articles which she can raise upon her own soil.

Nova Scotia does very nearly the same thing.

Whilst within a few miles reach of their own capitals, there is abundance of land for agricultural productions, these two provinces are *dependent* for large supplies of food upon the United States.

Flour is imported from as far as New Orleans.

Wheat grown in the valley of the Mississippi is shipped at Saint Louis, and imported into New Brunswick. It is ground into flour at the Mills of Saint John, and furnishes a large share of the bread eaten by the labourers of that city.

There exists, therefore, a good market already on the spot for agricultural produce; and it would be a strange anomaly, indeed, if a country situated within three or four weeks' sail of the markets of England, could not compete with the growers of produce in the valley of the Mississippi and the countries round the great lakes in the far west.

One thing, however, is greatly to be deprecated, that is any sudden or large emigration without previous preparation.

Before wheat or food of any kind can be grown, the forest has to be removed, and that is a work of time and hard labour, during which those engaged in it must be fed from other sources.

With some little previous detailed surveying, the proposed Railway can be commenced both at the Quebec and Halifax ends as soon as decided upon, and carried on for miles. During which time the further detailed survey necessary for the remainder of the line, and particularly the portion through the wilderness, might be made, and the line actually marked and cut throughout.

This line, when cut, would form a basis for laying out extensive blocks of land, and dividing them into allotments for settlers.

It will be unnecessary in this Report to recapitulate all the good effects produced upon every country in which Railways have been established; but some may be mentioned.

They have become necessary to the age, and that country which has them not must fall behind in the onward march of improvement, and in the development of its resources. And the longer it is suffered to do so, the greater and more unfavourable will be the contrast which it will present to the world.

Already in this respect the British Provinces of Nova Scotia and New Brunswick are far behind their enterprising neighbours.

One of the immediate effects of making this Railway would be to place them in a position of equality. They are now *dependent* upon them for food.

At the closing of the navigation of the Saint Lawrence, if the United States were merely to prohibit the exports of provisions from their own harbours, the consequences would be serious to these two Provinces. Canada could not then supply them.

In May 1847, when the exploratory parties were being formed at Fredericton, and provisions were being forwarded to the woods for their use, there was a scarcity of flour at Saint John. It was said that sufficient for only two or three days' consumption remained in that city. The prices rose considerably, and the scarcity was only averted by the arrival of some cargoes from the United States, intended for Eastport.

The Railway, had it been established, would have prevented such a state of things, and may save it for the future.

For the want of such a communication, Nova Scotia now finds it easier and more advantageous, notwithstanding a heavy duty of 20 per cent. against her, to export her great staple of fish to the States than to Canada; whereas, if the Railway were made, it would pass on to the latter, where there would be an extensive market for it, and flour would be received in return.

Halifax would become the grand emporium of trade for the British Provinces.

With the assistance of the Electric Telegraph, an order from Quebec could be received in a few minutes, and the articles wanted could be sent off by the next train.

As the vessels now arrive in fleets in the spring, and again in the autumn, it is a matter of forethought and consideration to the merchant of Canada to know what he shall provide himself with.

To the intending Emigrant it will afford him the choice of any month in the year to set out for his new country, and if by means of friends previously settled his place of abode has been chosen, he can time his arrival so as to have the shortest possible time to wait until his own crops are ready to supply him with food.

Arriving now as thousands annually do in the spring, when the seed time is at hand and the land uncleared, they lose the valuable opportunity of that year's crop, and have to wait over, existing, perhaps, upon their little capital for nearly eighteen months, until the succeeding harvest comes to them. To all such Emigrants nearly a year may be saved.

Surprise has sometimes been expressed that out of so many who yearly land in the Provinces so many pass on and become settlers in the States.

To the poor man his labour is his capital, and he must transfer himself to the place where employment is to be found.

The proposed Railway would be such a work as would engage thousands in its immediate construction. While the stimulus and new spirit it would infuse into the whole community, now cribbed and confined as it were to their own locations, would give rise to branches and other works which would employ additional thousands.

It has been seen that the population of some of the Western States have doubled and even tripled themselves in the course of ten years.

The population of New Brunswick is now only 208,000. Her revenue in 1847 was £106,000 sterling, or 10s. per head.

There is no apparent reason why, if the same facilities of employment and land for settlement were afforded, that her progress should not be also very great.

Every Emigrant induced to settle and remain in the country may be calculated as producing 10s. annual revenue to the Province.

If the formation of the Railway increased the population of New Brunswick by 40,000 persons only, then her proportion of the guaranteed interest would be covered from that cause alone. The same might occur also to Nova Scotia and Lower Canada.

It may be asked what is to become of the labourers employed upon the Railway during the winter. This is the season when lumbering or cutting of timber commences. They might engage in it also. But with the wages earned in the summer they should be incited to purchase small lots of ground of about fifty acres each.

The labours of the season over or suspended upon the Railway, they could most advantageously employ themselves in clearing, logging, and improving their own lots. This they could do to such an extent that in the spring the women and older children could burn the logs off and put in some sort of crops for food, such as potatoes, Indian corn, &c.

Mechanics might either do the same if Railway work could not be found for them, or find employment in the Towns.

Another great effect of the Railway would be to enhance almost immediately the value of all real and personal property. The effects produced by the Erie Canal in doubling and nearly tripling that of the City of New York has been stated.

Villages and Towns would no doubt spring up in its course the same as on the Canal. The Railway would give them birth. Agriculture and external commerce would support and enrich them.

But if by its means the navigation of the Gulf of Saint Lawrence is spared, what an amount of human suffering and loss of life will it not save.

The losses from shipwreck have been great, but not equal to that arising from protracted voyages and crowded Emigrant ships.

In 1847, 89,738 persons emigrated to the British Provinces, of whom 5,293 persons perished at sea, and 10,000 are said to have died after their arrival.

This was a most unusual year, and it is to be hoped by every friend of humanity that anything like it will never occur again.

No human means could have saved all this loss of life, but there is, no doubt, a less protracted voyage, and a more favourable time than the spring of the year in the Saint Lawrence would have prevented some of the fatal results.

The Railway established, the passage may be shortened, and the time of emigration may be selected at choice.

Troops are annually moved to and from Canada. About the close of the navigation in 1843 a transport, having the 1st Royal Regiment on board, was wrecked in the mouth of the Saint Lawrence. The men got safely on shore, but there were no roads or means of getting away from the place. By the personal exertions of one of the officers, who made his way through the woods on snowshoes to the nearest settlements, and thence to Quebec, information was given of the wreck, and a steamer sent down to take them off. But for this the consequences must have been that the regiment would have had to winter there in the best manner they could.

Embarking and disembarking at Halifax, all danger and inconvenience from the Gulf navigation would be avoided. Time and expense would be saved, and the season might be disregarded.

The Mails to and from Canada could pass over British territory *exclusively*, and they would be received at Quebec before the steamer reached Boston, and at Montreal about the same time as it arrived at that port.

In a political and military point of view, the proposed Railway must be regarded as becoming *a work of necessity*.

The increasing population and wealth of the United States, and the diffusion of Railways over their territory, especially in the direction of the Canadian frontier, renders

it absolutely necessary to counterbalance, by some corresponding means, their otherwise preponderating power.

Their Railway communications will enable them to select their own time and their own points of attack, and will impose upon the British the necessity of being prepared at *all points* to meet them.

It is most essential, therefore, that the Mother Country should be able to keep up her communications with the Canadas at all times and seasons. However powerful England may be at sea, no Navy could save Canada from a land force.

Its conquest and annexation are freely spoken of in the United States, even on the floors of Congress.

Weakness invites aggression, and as the Railway would be a lever of power by which Great Britain could bring her strength to bear in the contest, it is not improbable that its construction would be the means of preventing a war at some no distant period.

The expenses of one year's war would pay for a Railway two or three times over.

The following extract from the Report of Lord Durham, Her Majesty's High Commissioner and Governor General of British North America in 1839, is so apposite and just, and bears so strongly upon the subject under consideration, that it is conceived no better conclusion can be made to this Report than to insert it:—

“These interests are indeed of great magnitude; and on the course which Your Majesty and Your Parliament may adopt with respect to the North American Colonies, will depend the future destinies, not only of the million and a half of Your Majesty's subjects who at present inhabit those Provinces, but of that vast population which those ample and fertile territories are fit and destined hereafter to support. No portion of the American continent possesses greater natural resources for the maintenance of large and flourishing communities. An almost boundless range of the richest soil still remains unsettled, and may be rendered available for the purposes of agriculture. The wealth of inexhaustible forests of the best timber in America, and of extensive regions of the most valuable minerals, have as yet been scarcely touched. Along the whole line of sea coast, around each island, and in every River, are to be found the greatest and richest fisheries in the world. The best fuel and the most abundant water power are available for the coarser manufactures, for which an easy and certain market will be found. Trade with other continents is favoured by the possession of a large number of safe and spacious harbours; long, deep, and numerous Rivers, and vast inland seas, supply the means of easy intercourse; and the structure of the country generally affords the utmost facility for every species of communication by land. Unbounded materials of agricultural, commercial and manufacturing industry are there. It depends upon the present decision of the Imperial Legislature to determine for whose benefit they are to be rendered available. The country which has founded and maintained these colonies at a vast expense of blood and treasure may justly expect its compensation in turning their unappropriated resources to the account of its own redundant population; they are the rightful patrimony of the English people,—the ample appanage which God and nature have set aside in the New World for those whose lot has assigned them but insufficient portions in the Old.”

And if for great political objects it ever became necessary or advisable to unite all the British Provinces under one Legislative Government, then there will be formed on this side of the Atlantic one powerful British State, which, supported by the Imperial power of the Mother Country, may bid defiance to all the United States of America.

The means to the end, the first great step to its accomplishment, is the construction of the Halifax and Quebec Railway.

(Signed)

WM. ROBINSON,
Captain Royal Engineers, Brevet Major.

August 31, 1848.

Major General Sir John F. Burgoyne, K. C. B.,
Inspector General of Fortifications, &c. &c. &c.

List of Inclosures to Major Robinson's Report of August 31, 1848.

Report on the proposed Trunk Line of Railway from an Eastern Port in Nova Scotia, through New Brunswick, to Quebec, with several Appendices.

Bound Book containing sixteen Exploratory Plans.

Printed Map of Nova Scotia, New Brunswick, and a portion of Lower Canada, showing the explored route for the proposed Trunk Line of Railway from Halifax to Quebec.

Model Map.

General Section.

The foregoing relate to the Line of Railway recommended.

Plans Nos. 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 and 31 of a Line of Railway reported upon.

APPENDIX No. 1.

(Plans referred to—General Plan No. 1, Book of Plans 16, Detailed Plans, Nos. 25, 26, 27, 28, 29.)

Report on and description of the proposed Line of Railway from Halifax, through New Brunswick, to Quebec.

The exploratory surveys which have been carried on during the years 1846-47, for the purpose of ascertaining the practicability of establishing a line of Railway from the Atlantic shores of Nova Scotia, through the Province of New Brunswick, to the City of Quebec, on the River Saint Lawrence, having resulted successfully, I have the honor to furnish you with a Report upon the line which has been found practicable, and which has fallen under my more immediate observation and direction.

The port of Halifax, in Nova Scotia, being selected as the Atlantic terminus of the Railway, the chief difficulties to be surmounted between that port and the Saint Lawrence, have been ascertained to be the range of highland in Nova Scotia, known as the Cobequid Hills, averaging from 800 to 1000 feet in height; and two ranges of highlands, one of which crossing the Province of New Brunswick, from the River Saint John below the Grand Falls, in a north easterly direction, rises to a considerable elevation at the head waters of the Rivers Tobique, Miramichi and Nepisiguit, and thence descends gradually to the shores of the Bay Chaleurs.

The other range, lying between the Rivers Restigouche and Saint Lawrence, and nearly parallel to their general course, is very broken and lofty, some of the mountain ranges attaining an elevation of 3000 feet above the sea.

Another obstacle of a general nature exists, and which increased the difficulty of ascertaining a practicable line through New Brunswick, inasmuch as the course of the line of Railway is at right angles to the general course of the numerous Rivers which intersect that Province.

The proposed line passes the first of these obstacles, the Cobequid Hills, in Nova Scotia, about sixty five miles from Halifax, by the valley of the Folly River, in the Township of Londonderry, attaining its summit level, 600 feet above high water at Halifax, at the Lake from which that River flows, being the lowest point on the hills to which there is a favourable approach which has been ascertained.

The line avoids the broken and lofty chain of highlands in New Brunswick by following the level shores of the Bay Chaleurs, and it ascends the range of highlands north of the Restigouche by the valley of the Metapediac River and the Lakes at its head waters, by easy grades, attaining its summit level, 760 feet above high water, at a point about six miles north of the Great Metapediac Lake, from which it then descends along the vallies of different tributaries of the Saint Lawrence to the Metis River, which it crosses about ten miles above its mouth, and is then clear of the highlands.

The distance from Halifax to Quebec by the proposed line of Railway will be about 635 miles.

Of these 124 miles are in the Province of Nova Scotia,
234 miles in New Brunswick, and
277 miles in Canada.

Commencing at Halifax, the comparative advantages of having the terminus in the City, which is situated on the western shore of the Harbour, or in the Village of Dartmouth, which is on the eastern side, and immediately opposite the City, becomes a matter of detail for future consideration.

From Dartmouth the line passes through the broken chain of land which runs parallel with the south east coasts of Nova Scotia by the valley formed by the chain of Lakes which extend from Dartmouth to the Great Shubenacadie Lake, a distance of about twenty miles.

The highlands come in pretty close to the Lakes on both sides, leaving here and there narrow flats along their borders. The rock is chiefly slate, and along the bottom of the valley are large quantities of loose fragments of rock from the adjacent hills, boulders, gravels, &c.

The gradients on this portion of the line, which has been calculated chiefly from the sections made for the Shubenacadie Canal, which was intended to follow this chain of Lakes, will be favourable, though from the rocky and broken character of the ground it will be probably expensive.

For the first nine miles the line follows the western shores of the Lakes. The hills are a short distance back, leaving a stripe of irregular low ground indented with bays, the water in which is shallow.

The summit level is at the south end of Lake Charles, from which the water flows into the Shubenacadie. The Dartmouth Lakes, the first of the chain, empty themselves into Halifax Harbour, being 65 feet above high water, the rise from them to the summit level Lake Charles is only 25 feet, the distance being one mile.

After reaching the northern extremity of Lake William, nine miles from Dartmouth, the line crosses to the eastern shores of Lake Thomas, the next in the chain, and thence by the eastern shores of Lake Fletcher to the Grand Lake.

The western shores of these two Lakes are bold and rocky, with deep water. The eastern are easy as respects curvatures, and the water is shallow, should it be necessary to build into them.

The Railway will, however, probably interfere with the present line of Road.

Should the terminus be in the City of Halifax, the line thence would join one coming from Dartmouth at the northern extremity of Fletcher's Lake, fifteen miles from Dartmouth, and nineteen from Halifax. The latter would be consequently the longest by four miles.

The summit level in the line from Halifax, between the waters flowing into Halifax Harbour and those falling into the Shubenacadie, is 232 feet above tide-water in the former. The gradients will be consequently more severe.

For the first seven miles after leaving Halifax, the line follows the shores of the Bedford Basin, a portion of Halifax Harbour, which are broken and rocky. To obtain curves of half a mile radius, heavy embankments will be necessary across the deep bays; for the remainder the expense and difficulties will be about the same with a line following the Lake.

After leaving Bedford Basin, the line ascends the valley of the Sackville River for about three miles. On the east side of this valley is the ridge of land separating the Halifax and Shubenacadie waters.

The most favourable point ascertained for crossing this is about 5½ miles from the head of the Basin, and is 232 feet above its waters. The heaviest grade involved to reach this will be forty three feet per mile for three miles. It will also involve a heavy embankment, about 700 feet long, between the summit level and the shores of the Long Lake, from which it will descend to the north end of Lake Fletcher, by the valley of the Rawdon River, where it joins the line from Dartmouth.

Between the north end of Fletcher's Lake and the point where the line will strike the Grand Shubenacadie Lake, are three ridges projecting into the Lake, which will

will require to be cut through ; the two next the Grand Lake being about thirty feet deep. Thence it follows the shore of the Grand Lake for about three-quarters of a mile. The high land comes out close on the Lake, but the water is shallow.

Leaving the Lake shore at the 17½ mile it crosses to the west shore of the Gaspereau Lake. There is a low ridge between the two which will require cutting.

It will be necessary to carry the line along the shallow water on the west shore of the Gaspereau Lake, leaving which it again strikes the shores of the Grand Lake at Sandy Cove, and follows it for half a mile to the outlet of the Shubenacadie River, which flows into the Bay of Fundy.

After leaving the Grand Lake, the line for nineteen miles follows the general course of the valley of the Shubenacadie River, as far as the mouth of the Stewiacke River.

About two miles from the Grand Lake, it crosses the Shubenacadie River, and then follows the western side of the valley, which comes in with an easy slope to the river, and offers no obstruction. An embankment of some eight or ten feet high will be required across the valley of the Nine Mile River, from which, to Barney's Brook, at the 27th mile, the valley is broad and open, and nearly flat, and thence for a mile it will be on the level margin of the river.

At this place, Black Rock Point, the land runs out high upon the river on both sides. A cutting will be necessary on the eastern side, about thirty feet deep, and a quarter of a mile long.

The rock being plaster-of-Paris, with a covering of clay, it will be easily quarried. The line then crosses the river, the valley of which is crooked below this point, and passes through the highland on the western side by a grade of about thirty feet per mile, for less than a mile, and thence descends into a broad flat.

Between this and the mouth of the Stewiacke River, it crosses the Shubenacadie twice; the ground offers no obstructions, except an embankment which will be required at the 31st mile, about 6 feet high, for one mile, where the line crosses the broad marshes of the Shubenacadie, which are flooded by high freshets.

Between the crossing of the Stewiacke River, about 38 miles from Dartmouth, and the head of Truro mill-stream at the 50th mile, which is the water-shed of the Truro and Shubenacadie waters (145 feet above high water at Halifax), there will be several cuttings of from 15 to 20 feet deep, so that none of the gradients may exceed 40 feet in the mile, and these will be short.

From the 50th mile the line descends by the valley of the Truro mill-stream, by an easy grade of about 17 feet per mile, to the village of Truro, at the 55th mile, which it will pass about a quarter of a mile to the westward, and cross the head of the Cobequid Bay by a bridge which will require to be about 500 feet long. From thence it commences the ascent of the range of hills known as the Cobequid Hills, which run north east and south west, nearly parallel with the Bay, and directly across the line of the Railway.

The rock formation through which the first portion of the line passes, ceases at the Grand Lake; from thence to Truro, the country, generally speaking, is of a fertile description, the hills being composed of a strong clay, with here and there limestone and gypsum rocks. The soil of the fertile valley in which Truro is situated, as well as the shores of the Cobequid Bay, is red sandstone.

After crossing the head of the Cobequid Bay, the line passes along the southern slope of the hills to the foot of the ascent at the 66th mile. In this distance it will have to cross the Chiganois and De Buit Rivers, and the swell of land lying between them, the highest elevation being between those rivers about 170 feet above high water; but none of the gradients, it is calculated, will exceed 40 feet per mile.

The summit level which the line has to attain is by actual section determined to be 600 feet above high water, being at the lake from which the Folly River flows.

The section which has been accurately , shows a gradient of 1 in 85 feet, or about 62 feet per mile, for 5½ miles; but by keeping a higher level, the ascent to the lake may be overcome by a grade of 57 feet per mile for 6½ miles.

In this distance there are eight ravines to be crossed, four of which will require heavy bridges.

The valley of the Pinebrook will require a heavy embankment, material for which will be supplied by a deep cutting necessary at the crossing of the road beyond.

The

The upper portion of the ascent, for four miles below the lake, is composed of hard, igneous rocks, with a covering of earth in most places, but the rock will probably be met with if cuttings to any depth become necessary.

At about four miles on the south side of the lake seventy one miles from Dartmouth, there is a breadth of about half a mile of conglomerates, shale, and sandstone, in which a valuable deposit of speculative iron ore has been discovered ; it is of very rich quality, and operations have been commenced by a company to work it.

The heavy grade ceases at the saw mill half a mile below the lake, in which distance there are three small ridges to cut through, which will furnish material for crossing the shallow arm of the lake ; thence the western shore is nearly straight, with shallow water, admitting of a level line, with easy curvatures, along its margin.

At the 75th mile a small ridge at the north end of the lake separates its waters from those of the Wallace River.

The descent from the lake is very rapid into the valley watered by that river. By actual measurement it has been ascertained that the ground falls 356 feet in the first three miles northwardly from the lake ; thence the valley is broad and flat. The hills on the eastern side rise very abruptly, those on the western side having a gentler slope towards the valley afford the most favourable ground for the location of the Railway.

The actual section line, which has been run at a gradient of 70 feet per mile, may be improved upon by keeping a higher level, and the descent may be overcome by a gradient of about 66 feet per mile for $4\frac{1}{2}$ miles along the western side of the valley.

Here the hills turn abruptly to the westward, and on reaching the foot of this descent, at the 79th mile, some cutting will be necessary to carry the line with a radius of half a mile for one mile, round the shoulder of the hills.

A lesser range of hills lies north of the Cobequid range, which, at this point, is separated from them by the valley of one branch of the Wallace River, which the line ascends for $2\frac{1}{2}$ miles, at a grade of 35 feet per mile, and thence passes through this lesser range by the valley of the west branch of the Wallace River. Then crossing the valley of the Little Wallace River it falls at a grade of 35 feet per mile to the valley watered by Tulloap's Creek, by which it descends at easy grades for about 7 miles to the 95th mile, where it turns the shoulder of the ridge of land lying east of River Philip by a curve of three quarters of a mile radius, involving some cutting, but to no great depth.

From thence it descends at a grade of 20 feet per mile for 4 miles along the fertile valley of the River Philip, which it will cross at a short distance below the confluence of the Black River, and ascend, for 5 miles, by the valley of the Little River by a very easy grade.

From this to Bay Verte the country presents a very level appearance, and the line will probably deviate but little from a direct line.

The gradients will be most favourable, and none, it is expected, will exceed 15 feet per mile.

At the 120th mile the line crosses the Tidnish River about a mile above its mouth, and thence follows the level shores of the Bay Verte, at a distance of from one to half a mile.

It leaves the Province of Nova Scotia 124 miles from Halifax Harbour.

The section of country traversed by the line, from the Cobequid Hills to Bay Verte, is generally speaking through light soil of good quality. There is little or no rock. Should any be met with, it will be sandstone, furnishing excellent building material.

Much of this portion of Nova Scotia is well cultivated and populous.

The line from Bay Verte enters the Province of New Brunswick, and as far as the crossing of the Miramichi River, at the 223rd mile, although running nearly at right angles to the course of the Rivers flowing into the Gulf of Saint Lawrence, will deviate but little from a general straight course ; and from the level nature of the country, although it will have to cross the swells of land lying between the different Rivers, it may be expected confidently that the heaviest gradients will not exceed 40 feet per mile, the generality being very favourable.

As far as the Cocayne River, the country traversed by the line is very level. The section line, which was run along the head waters of the Rivers flowing into the Gulf of Saint Lawrence, shows that the highest point is little more than 200 feet.

By following the general direction laid down on the plan, dependent, of course, upon the bridge sites which shall be selected on the different Rivers, no difficulties of a serious nature will be encountered. Should any cuttings be necessary, they will not be expensive, as no rock is likely to be met with.

The section of country which will be opened up between Bay Verte and the Richibucto River, offers much excellent land for settlement. From thence towards the head waters of the Kouchibouguac are extensive flat barrens, and the country between that and the Miramichi is very level.

The Rivers are all small, and no heavy bridging will it is expected be required.

It is proposed to cross the South West Branch of the Miramichi River near the head of the tide, opposite the mouth of Indian Town Brook. It will require a bridge about 500 feet long and 30 feet high. There are heavy freshets in this River, but no damage need be apprehended to a well constructed bridge either from ice or freshets.

Between this and the North West Miramichi River, a detour will be necessary to the westward, to avoid the swell of land lying between these two Rivers, and which runs to an elevation of about 300 feet. The line crossing the Miramichi opposite to the mouth of the Indian Town Brook will ascend by the valley of that brook, and then diverge to the westward, through a flat cedar country, to the North West Miramichi River, which it crosses at the 234th mile, by a bridge which will require to be 2000 feet long and 30 feet high, the River here being very wide and shallow. A site requiring a bridge of less length may probably be selected on further examination.

From this the line follows the broad valley watered by the North West Miramichi, as far as the 260th mile, at gradients varying but slightly from a level, excepting the first five miles, which will require gradients of about 25 feet per mile. The land between the North West Miramichi waters and the Nipisiguit River, traversed by the line is almost a dead level, and it descends to that River by a grade of 25 feet per mile for three miles.

It is proposed to cross the Nipisiguit River near the Pabineau Falls, and after following the valley of the Nepisiguit a short distance, it continues as far as the 325th mile to follow the general direction of the shores of the Bay Chaleurs, passing within a short distance of the town of Bathurst.

The precise direction of the line will of course depend upon the bridge sites selected on the several streams and Rivers flowing into the Bay Chaleurs.

As far as the 305th mile the land is very level and the streams small. The Jaquet River lies in a large deep valley, but it is believed may be approached and crossed about four miles from its mouth without any great difficulty.

The gradients on this portion of the line will be found very favourable, and will not, it is calculated, exceed seventeen feet per mile, the greater portion being very much less.

The shores of the Bay Chaleurs are thickly populated. The inhabitants near Bathurst are chiefly Canadian French. Towards the Restigouche the inhabitants are principally Scotch, many of them having excellent farms.

After reaching the valley watered by the Eel River, the line may approach the Restigouche River, either by following the valley of the Eel River to its source and thence by the vallies of several small streams, and reach that River either at the mouth of Christopher's Brook, seven miles above Campbellton, or at a point five miles above that.

The summit level at the head waters of the Eel River has been calculated at 368 feet, which will probably be found too high. This would involve a grade of about 18 feet per mile for 16 miles.

It will perhaps be better to avoid this gradient and the curves which will be necessary in descending the vallies of the small streams flowing into the Restigouche, to cross the Eel River, and pass through the range of hills lying south of the River Restigouche, about five miles from the town of Dalhousie. The hill which rises immediately in the rear of that town here falls away almost to the level of the country about Eel River, and from thence the line would follow the bank of the Restigouche, passing through

through the village of Campbellton, and continuing between the present Road and the shore as far as the mouth of Christopher's Brook. The gradients on this portion would be very slight.

Opposite to and above the mouth of Christopher's Brook the Restigouche is full of islands; the mountains, especially on the south shore, come down boldly to the River, and it is proposed to take advantage of these islands to cross the broad channel of the River to the more favourable ground on the north shore.

There is no accurate survey of these islands, but they are so numerous that the expense of bridging will not be greater than if the line were to cross above, when it would require a bridge at least 1800 feet long, and a heavy embankment on the north shore. The danger from the rush of the ice freshets, which sometimes occur in the spring of the year in this River, will be less, if the bridge be carried over among these islands.

After crossing the Restigouche River, the line will follow the north bank as far as the mouth of the Metapediac River, at the 359th mile.

The section of country lying between the Restigouche and Saint Lawrence Rivers is a vast tract of high land, intersected in every direction by deep vallies and vast ravines, through which the Rivers flowing to the Saint Lawrence and Restigouche wind their course.

The height of land from which these Rivers flow respectively north and south, is full of lakes, and along them the mountain ranges rise to a great elevation.

The average distance between these two Rivers is about 100 miles.

The only available valley which my knowledge of the country, or the explorations we have carried on enable me to report upon, by which a line of Railway can be carried through this mass of highlands, is that of the Metapediac River.

This valley extends from the Restigouche to the Great Metapediac Lake, a distance of between 60 and 70 miles, and as the summit level to be attained in that distance is only 763 feet above tide-water, the gradients, generally speaking, are extremely favourable.

From the broken and rocky character of this section of country, some portions of this part of the line will be expensive, especially the first 20 miles of the ascent, in which the hills in many places come out boldly to the River, and will render it necessary to cross it in several places.

The rock formation is nearly all slate. There are settlements on the Metapediac River, as far as the Mill Stream.

Generally speaking however, the greater portion of this section of country is unfit for cultivation, consisting of a gravelly rocky soil, covered with an endless forest of spruce, pine, birch, cedar, &c.

From the mouth of the River as far as the 365th mile, the line continues upon the east bank. Above this, at the mouth of Clark's Brook, the rocky bank of the River is very unfavourable, and to obtain proper curves, it crosses to the point opposite, and then recrosses immediately above, to the more favourable ground on the east bank.

Between this and the mouth of the Ammetssquagau River, the line, to obtain good curves and avoid those places where the hills come out bold and rocky, crosses the River four times.

The position of the line for 3 miles above and below the Ammetssquagau River, where the hills are steep and rocky close on the River, will be the most expensive part of the line.

Above this the line follows the eastern bank to the 377th mile. The hills on either side are very high, but the eastern bank is pretty favourable. Between the 378th and 380th mile, the River turns twice almost at right angles, shut in on the south by a rocky precipice 150 feet high.

It will be necessary to cross the River three times here. The centre Bridge will be a heavy one, but there is an Island in the elbow which will serve as a natural pier. Above this from the 380th mile to the Forks (the mouth of the Casupscul River,) at the 395th mile, the valley becomes more favourable. The hills on either side are not so lofty, and recede further from the River. The line crosses the River twice between the 385th and 390th mile, to avoid a rocky precipice on the left bank; and again about 1 mile below the Forks, making in the first 38 miles up the valley of the Metapediac, twelve Bridges in all. These Bridges will average from 120 to 150 yards long.

From

From the 395th mile to the Metapediac Lake, the line continues on the eastern side of the valley; the ground is stony and uneven. The gradients will be very favourable, and with the exception of "The Grave," at the 405th mile, where there is a rocky spur running out on the River; there are no very serious difficulties.

The line again crosses the River at the 409th mile, and from thence follows the eastern side of the Metapediac Lake to the 420th mile.

The mountain ranges to the westward are very lofty. There are two spurs running out on the Lake at the southern end, which the line turns at easy curves close to the shore; beyond this it passes through a cedar swamp into more favourable ground at Brochers' clearing at the north end of the Lake; from this it ascends to the summit level, 763 feet above tide-water, at the 426th mile. This is the water-shed between the Restigouche and Saint Lawrence waters.

Between this and the Saint Lawrence the country is intersected and crossed by a constant succession of ridges, rising to a considerable elevation between the different small tributaries of the Tartigau and Metis Rivers. The line descends at easy grades by the valley of the former to the 432nd mile, where it turns to the westward, and ascends to the 435th mile, by the valley of one of its small tributaries. The watershed here between the waters of the Metis and Tartigau is about 750 feet, and the descent from this to the Metis, by the valley of Pachel's Brook, is rapid, and will involve a grade of 55 feet per mile, for 8 miles, which will carry the line clear of the highlands.

Further explorations may probably suggest improvements upon this line through the highlands, which, however, as far as regards gradients and curves, is as favourable as can be expected.

A party was sent to explore for a line from the Metapediac River, westward, following the valley of one of its tributaries, and thence across to the Rimouski River, and from the reports I received from them, it appears probable that a practicable line may be obtained following the valley of Metallics Brook, 5 miles below the Forks of the Metapediac, and along a succession of lakes to the Rimouski, and thence by the valley of the Torcadie River to the Abersquash, and by its valley to the point where the proposed line crosses it.

It would require a whole season to explore this section of country.

The proposed line, after descending the valley of Pachel's Brook and the valley of the River Metis, crosses the River at the 445th mile, about 10 miles above its mouth, and ascends by the valley of the River Haget, one of its tributaries, almost on a level to the water-shed at the 459th mile between the Metis and Rimouski waters, and descends to that River at the 469th mile at a grade of 44 feet per mile for 5 miles.

The Rimouski River lies in a deep valley, and the line descends to it at this grade by the valley of the "Rosseau Bois Brulé," to gain the opposite valley of the Rigamard stream, by which it is proposed to ascend to the table land lying between it and the Trois Pistoles River. A Bridge 500 feet long and 40 feet high will be required across the Rimouski, as it is necessary to pass it opposite the mouth of the Rigamard. The hills on either side for the first two or three miles of this valley are steep; above that it widens, and the line reaches the table land which extends to the Trois Pistoles River, at a grade which it is calculated will not be more than 20 feet per mile for 6 miles.

An improvement on this line may, perhaps, be made by descending the valley of the River Bois Brulé, and ascending by the valley of the stream of the Little Rimouski.

The line proceeds at almost nominal grades to the Abersquash River, which it crosses at the 500th mile.

Four miles further the table land is intersected by the deep ravine formed by the stream of the Trois Pistoles River.

This will require a heavy Bridge. The width between the banks at top is 300 feet, the stream at the bottom is 100 feet wide; the ravine being 150 feet deep, it will be necessary to have the centre span as large as possible, to diminish the great height required for the piers.

The line from this continues at very favourable grades, crossing the Rivière du Loup at the 527th mile, about 5 miles above its mouth, and thence (either in the second or third concession,) for 100 miles through a densely populated country of the most favourable

favourable description, to the Boyer River at the 620th mile, from which it rises to Beaumont Church, 278 feet above tide water, and descends at a moderate grade for about 9 miles to Point Levi, opposite the City of Quebec.

(Signed)

G. W. W. HENDERSON,
Captain, Royal Engineers.

Major W. Robinson, R. E., &c. &c. &c.

TABLE of probable Gradients on proposed Halifax and Quebec Railway.

Prevailing Gradients.	Canada.	New Brunswick.	Nova Scotia.	Total.
	Quebec to Restigouche River.	Restigouche River to Bay of Vert.	Bay Vert to Halifax Harbour.	
	Miles.	Miles.	Miles.	Miles.
Level and under 20 feet per mile,	222	151	66	439
20 to 40 " "	42	71	37	150
40 to 50 " "	5	8	10	23
50 to 60 " "	8	4*	7	19
60 to 70 " "	None,	None,	4	4
Total,	277	234	124	635

* This gradient will be avoided by following the Restigouche instead of the Eel River.

(Signed)

G. W. W. HENDERSON,
Captain, Royal Engineers.

APPENDIX No. 2.

(Plans referred to—Nos. 17, 18, 19.)

Report on the Explorations from the Miramichi Lake, across the Valley of the Tobique, to the Restigouche River.

The explorations carried on during the autumn of 1846 having shown that the chief difficulties to be encountered by any line of Railway passing through the central portion of New Brunswick was the large valley watered by the River Tobique, which running directly across the general direction of the line, must be crossed by it; and that the height of land on the southern side was of great elevation. The explorations were directed in the following year (1847) to ascertain the practicability of ascending to this height of land from the table land between the waters of the Miramichi and Nashwaak Rivers to the westward of Boistown, and to which there is easy approach from the level country to the southward; and having gained that height of land south of the Tobique River, to ascertain the practicability of crossing its valley at the most favourable grades.

This valley is about 30 miles wide. The highlands bounding it on the south side are very lofty. The lowest point at which they can be passed, as ascertained by our explorations, being at a point about 19 miles south of the River; 1216 feet above the sea, or 894 above the River.

The height of land or water-shed on the north side of the valley is about 12 miles from the River, and 418 feet above it, 838 feet above the sea.

The exploration was commenced between the Napadogan Lake and the Miramichi Lake, about 20 miles north of the Portage Road from Boistown to Fredericton.

The line which has been reported upon as practicable involves, as will be seen, very heavy grades.

From the point of starting the line descends at a grade of about 54 feet per mile for 2 miles to the Miramichi Lake; thence it passes through a dry spruce country to the south west of Miramichi River, which it reaches at the 5th mile; from this it follows the valley of that River for 7 miles, at very easy grades to the forks of the River, where it crosses the west branch, and ascends by the valley of the north branch, as shown by the black line on the Plan to the point D, at the 21½ mile, at easy grades, shown by the red line on the Section; none exceeding 16 feet per mile.

Then

Then it meets a ridge of land which will cause it to diverge to the eastward, and involve a grade of about 50 feet per mile for 2 miles; and thence follows the valley of the north branch of the Miramichi, at a gradient of 44 feet per mile. The valley here is very narrow and broken, the highlands coming in close on either side.

The line leaves the valley of the River Miramichi at the 26th mile, and follows the valley of one of its tributaries, called the Dead Water Brook, at the same grade of 44 feet per mile, to the 28th mile, at the point F.

From this it continues along the same valley, but at an easier grade of 20 feet per mile to the water-shed between the Tobique and Miramichi Rivers, 1205 feet above the sea at the 30½ mile.

The Odell and Beaver Brooks take their rise on this height of land, being tributaries of the Tobique, and the line attains its summit level, 1216 feet above the sea, at the small lake which is the source of the Odell, at the 31st mile.

A small ridge divides this lake from the waters of the Beaver Brook, which would have to be cut through.

From this point commences the descent into the valley of the Tobique.

The direct descent by the valley of the Odell, &c., had been found impracticable, the fall being far too rapid.

The most favourable gradient, which can be maintained, is one of 58 feet per mile, for 9 miles, by keeping along the side of the hills as far as the River du Chute, crossing several streams, one of which, that of Beaver Brook, will require heavy bridging.

After crossing the River du Chute, which will also require a heavy bridge, the line descends at a gradient of 15 feet per mile for 3 miles.

Here it has to cross the valley of the River Wapsky, about 2 miles wide, which will involve an ascending and descending grade of 66 feet per mile, each one mile, and a bridge 40 feet high across the stream.

This point (C 2 on the plan) is the water-shed between the Wapsky and the Little Gulquac, and the line descends at a gradient of 48 feet per mile for 5½ miles to the River Tobique, by the valley of the Little Gulquac.

The Tobique, which the line crosses at the 50th mile, will require a heavy bridge 50 or 60 feet high; the River is about 242 feet wide; on the south side the bank is bold and favourable for bridging, on the north is an interval flat, which will increase the length of the bridge or viaduct to about feet.

After crossing the Tobique, the line, keeping to the westward of that actually explored, ascends for the first 5 miles at a gradient of about 20 feet to the mile, through a dry level tract of country.

From this the grade increases to 44 feet per mile for three miles to the point E, from which the line ascends by the valley of the west branch of the stream, called the Two Brooks, for 4 miles, at a grade of about 43 feet per mile.

It continues to ascend at this grade for 4 miles (to the point a), the water-shed between the Tobique and Salmon Rivers, being 12 miles south of the former and 418 feet above it.

Thence the line keeps westward of the exploratory line, avoiding the high ground crossed by it, following the vallies of the Salmon and Grand Rivers.

The first of these, it is calculated, will involve an ascending and descending grade of 20 feet per mile each 4 miles.

The line will ascend to the water-shed, between the Grand River and Beaver Brook, a tributary of the Restigouche River, about 920 feet above the sea, by an easy grade of about 8 feet per mile.

From this point at the 78½ mile (b on plan), it descends to the Restigouche River, by the valley of Beaver Brook.

It is calculated that the first 4½ miles will require a grade of 45 feet to the mile, and thence one of about 24 feet to the Restigouche River, about 11 miles. The whole distance being about 94 miles from the Miramichi Lake.

Other valleys also exist by which it is believed the Restigouche may be reached, after leaving the Tobique valley, and by about the same grades.

The valley of Boston Brook would bring the line to the Restigouche more to the westward; that of Jardine's Brook would carry it more to the eastward and nearer to the valley of the Kedgwick River, which is the only tributary of the Restigouche, by

which it is believed a practicable route can be obtained through the highlands between the Restigouche and Saint Lawrence Rivers, on this general direction.

The tract of country which this line passes through, and would open up north of the River Tobique, is very excellent soil, and offers fine land for Settlements.

(Signed)

G. W. W. HENDERSON,
Captain, Royal Engineers.

Major W. Robinson, R. E., &c. &c. &c.

APPENDIX No. 3.

(Sketches attached.)

Report of Mr. Wilkinson.

Fredericton, December 31, 1847.

SIR,—I have the honor to state to you the general results of the exploratory survey in which I have been engaged, under your direction, during the past Summer and Autumn, with the view to the discovery in part of a line favourable for a Railway between Quebec and Halifax. In doing so, I will as much as possible observe the brevity which you desire me to regard as sufficient.

Passing by the subject of preliminary arrangements, and the circumstances which controlled the selection of the lines examined, it will be sufficient to say, that the general object was to discover a favourable route between the valley of the Abawisquash, a branch of the Trois Pistoles, and a point on the Restigouche River, favourable for union with another division of the general line, in progress of exploration by Corporal Dumble, from the valley of the Tobique River.

The line first examined I will describe as Route No. 1, so distinguished in the sketch hereto annexed.

Between the head of Lac des Iles, discharging itself into the Toledi, and the Abawisquash River is a low depression in the summit level, or height of land, favourable, as I believe, for our object. From this point the ground appears generally practicable, following the margin of Lac des Iles, and thence the course of its discharge towards the outlet of Eagle Lake, a distance by estimation of about nine miles. From Eagle Lake, it is very probable that a communication with the Rimouski would be found by following the valley of the left hand branch of the Toledi to its source, and thence descending the valley of the Touradi. But the more direct course by Route No. 1 was experimentally continued. Between Eagle Lake and the middle branch of the Toledi is a continuous ridge of 300 or 400 feet average elevation above the former. Like other ridges in the neighbourhood, it consists of much good land for settlement, but apparently affords no pass suitable for our object, within an extent of six or seven miles. On exploring from the middle branch westerly to the head of the lake, however, the descent appeared to exceed the ascent as much as 150 or 200 feet. A very direct communication would therefore be ineligible. The course to be recommended passes by an easy curve southward of the lake and the southern extremity of the ridge in the manner indicated in the sketch; thence north easterly by the valley of the middle branch. Where the line would enter this valley the general inclination is apparently about 25 or 30 feet per mile, until approaching within about three miles of the last of four successive rapids or falls. It is probable that the inclination here may be from 40 to 60 feet per mile, until we reach the dead or smooth water. The banks of the middle branch afford only a small extent of flat ground, say from one to three chains in width, on each side alternately, seldom on both sides at once; but the slope of the rising ground is commonly moderate, and without abrupt angles or turns, with the exception of the three miles just mentioned. Here some degree of difficulty might occur in determining the best site for the line. A small extent of rock cutting at one or two points, would probably be necessary. Time did not permit an instrumental examination of the ground, but nothing like impracticability is indicated.

Passing the Falls, the valley of middle branch south is level for a distance of about seven miles in a direct line south westerly, including, in that distance, a lake of about two miles in extent. The bed of the valley consists of an alluvial deposit of great depth,

depth, through which the stream has a very tortuous channel, with a current scarcely perceptible, frequently very deep, and always remarkably clear. The next five miles of this valley ascends somewhat rapidly, say at the rate of 40 to 50 feet per mile.

From a distant but commanding point of view, I judged that the remaining rise might not be less favourable; but upon examination of the last four miles, the rate of ascent proved to be much more objectionable. The result, however, of a series of elevations and depressions taken by your direction, over this portion of the route, and which at leisure moments have been somewhat hurriedly computed, do not warrant me in saying that the rate of inclination of the four miles in question is more than objectionable. Its practicability is, I believe, proved by at least two examples of much steeper inclined plains daily ascended by locomotive power, with both passengers and freight. I refer to the Lickey Inclined Plane of 1 in 37 on the Birmingham and Gloucester Railway, and another of 1 in 34, which I understand to exist on the Hartlepool and Stockton. The sketch hereto annexed (No. 1,) exhibits with regard to these the proportion of the more favourable activity, by which it appears practicable to escape from the valley of the branch of the Toledí under examination. No exploration has however been made in order to discover facilities, the existence of which I am not prepared to doubt of improving, or avoiding this activity. Much lateral exploration must at some points be expected. We could scarcely hope that we should succeed, at the first attempt, without map or guide, in passing through a wide extent of primeval and almost unknown forest, over a line in no respect objectionable.

Passing the summit level at the source of the middle branch south, the route descends by the valley of the north west branch of Green River. For the first five miles the rate of inclination is very moderate, deviating but little from a level; two lakes and much small water being included in that distance. From thence to the confluence of the east branch of Green River, a less regular and often more rapid descent is indicated. In the judicious distribution of the irregularities over a continuous descent in actual construction however, I am not prepared to say that an inclination exceeding 30 or 35 feet per mile would anywhere be necessary.

Descending the last nine miles of the north west branch, the valley becomes more contracted, the flat margin generally narrower, the banks steeper and higher, and the turns more abrupt. But these characteristics do not become so remarkable as apparently to affect the practicability of this portion of the route, until we approach to within about three miles of the conflux of the two branches, or upper fork of the main Green River; nor do they continue of the same kind beyond about two miles along the eastern branch.

This part of the line having come under your personal observation in order to ascertain its practicability, by curves of admissible radius, a more particular survey of the apparent obstacles, and a rough plot of the same, were made for your satisfaction. For more ready illustration, I avail myself of a trace from the original, No. 2, hereunto annexed, to which I beg leave to refer.

From A to I, being a distance of four miles and about 30 chains, are introduced six curves, of one mile radius each, arranged in a manner, the effect of which would be as follows: From A to C the cutting would be insignificant. At B, about 5 or 6 chains in extent, partly of clay, slate may occur. At the point D, perhaps for an extent of 10 chains in each direction, deep cutting may be necessary, but no sufficient examination has been made to determine this fact; or whether to some extent, a gap or depression may not exist, as at the point G. From E to I, the cutting would apparently be light, these points being nearly on the same common level with the intervening point G, or say 30 or 40 feet above the surface of the water at the confluence of the two branches. In order that in this part of the valley the roadway may be clear of water, snow, ice, and driftwood, at all times, perhaps a less elevation than about 10 feet above the lowest level of the stream, could not be recommended.

Assuming that the maximum depth of cutting to be admitted, should not exceed 25 feet, then the highest ground which could be intersected, would be 35 feet above the lowest level of the water. With the exception of the point D, the elevation of which is uncertain, it does not appear from the facts ascertained, that the intersection of any point so high as 35 feet, would be necessary, in order to obtain curves of one
mile

milè radius; on that cutting approaching to 25 feet in depth, would occur to an aggregate extent exceeding 50 or 60 chains along the portion of the line shown on the sketch. Were it a desideratum to pass this, apparently the most confined and crooked portion of the route, without cutting, it would appear that curves of from 20 to 80 chains radius, would accomplish our object.

Pursuing the route along the east branch by an ascent apparently not exceeding 30 feet per mile, another branch occurs on the left, distinguished on the sketch as "Otter Branch." An opening here to the eastward was noted for further exploration. In the meantime, following the main stream about due south for three miles, another opening claims attention. It was at first deemed probable that this would lead to the source of the main Restigouche. It may indeed lead to a favourable communication with this stream. But it was subsequently discovered, as it will be again necessary to notice, that the opening in question was really at the head of the valley of a principal branch of Green River, distinguished on the sketch as Green River East. Resuming the exploration at the end of the southerly range just noticed, of the East Branch, this stream again turns suddenly to the eastward, flowing somewhat tortuously through a narrow valley, bounded by very high hills, and having a fall varying from 60 to 90 feet per mile. Having traced the stream to its source in a pass between high hills, and continuing an easterly course, we shortly met with a spring, no doubt a tributary of the Restigouche, flowing south easterly down a narrow and deep ravine. Crossing the head of this ravine, and passing over a high ridge, we descend suddenly 700 or 800 feet into the valley of the object of our search, the Gounamitz, a principal branch of the Restigouche. It was deemed probable that the source of the east branch of Green River, and that of the Gounamitz, might prove to be continuous and nearly on the same level. But it was now manifest, that the source of the former was in a high group of hills, bounding not the source, but the main valley of the Gounamitz, where this stream is still comparatively large, say 40 feet wide, with a brisk and copious current. Satisfied of the unfavourable prospect of a communication at this point, with the valley of the Restigouche, I returned to the opening by way of the valley of the Otter Branch. Circumstances prevented my personal examination of the ground in this direction; but Mr. Ramsay, to whom I confided that service, reports that the source of the Otter Branch is surrounded by high ground without an opening; but that about two miles from the mouth of the stream, on its right or northern bank, is a low depression, affording a favourable communication with the valley of a stream flowing northwardly and eastwardly, and no doubt a tributary of the Restigouche. It is most probably the main branch of the south branch of the Quatawankedgwick. He followed this newly discovered stream downwards, to where it receives a branch from the south, and then traced this branch upwards nearly to its source. By climbing, he had a good view southerly beyond the source, and down the valley of the Gounamitz, but was prevented by unfavourable weather, and other hindrances, from completing all I had directed him to perform. He does not doubt, however, the existence of a practicable communication between the east branch of Green River and the valley of the Gounamitz, by the route he examined; but there will be about two to three miles of rough ground and steep banks. Whether these may occasion any real difficulty, an instrumental examination here, as well as at other points which have been noticed, will be necessary to determine. The general fact of practicability or otherwise, was, under the circumstances, all that we could hope to ascertain.

A route has now been traced from the valley of the Abawisquash, to the valley of the Gounamitz, which, with such corrections as might be expected would be necessary on a first examination, I believe to be practicable. I have also no reason to doubt, but many to induce me to confide in the practicability of the valley of the Gounamitz, down to the Restigouche, with a general inclination, varying from 30 to 50 feet per mile. From its mouth is a favourable communication down the left bank of the Restigouche, to a point opposite the entrance of Beaver or Boston Brook, the termination of Corporal Dumble's route from the Tobique before mentioned. A Bridge of 100 or 120 feet span at this part of the Restigouche would be necessary, and would probably be the only one of so large a span from hence to the Saint Lawrence. In that distance numerous Bridges will be required; but they will be generally small, and
neither

neither their number or their several sites could be determined without an instrumental demarcation of the line.

In order to explain the further cause of the exploration, it is necessary to say, that, after tracing the east branch of Green River to its source, and being yet uncertain of any favourable descent into the valley of the Restigouche, whilst that into the valley of the Toledi also remains unimproved, it seemed probable that the abandonment of the valley of Green River might eventually be necessary. The hope of avoiding this alternative seemed to rest upon the success of three lateral explorations. The first, that by way of the Otter Branch, the success of which has already been mentioned. The second, that by way of the southerly opening, towards the supposed head of the Restigouche. The third, with a view to the discovery of a more favourable descent from the north west branch of Green River, into one of the more northerly valleys of the Toledi, or, if necessary, into the valley of the Rimouski.

Leaving Mr. Ramsay with directions to make these three explorations, as far as practicable, I proceeded to employ as much as might be available of the rapidly advancing season, in order to ascertain, by canoe, the character of such other routes as the country might afford from the Restigouche north-westwardly. The routes I had in view are distinguished on the Sketch as No. 2 and No. 3.

Omitting the circumstantial matters of the exploration, I will commence my description at the Wagan Stream, the most southerly branch of the Restigouche. From hence, at an ascertained elevation of about 550 feet above the level of the sea, appears to be a favourable range of comparatively flat country, as observed from several commanding points of view, and as described by those who have passed over it towards the Sisson Branch, a favourable stream of moderate current, through a flat valley, and joining the main Tobique River, where the elevation has also been approximately ascertained at about 600 feet above the sea. The exploration of this extension of our route continued by way of the right-hand branch of the Tobique towards Boistown, would probably have occupied the remaining portion of the season, had circumstances permitted me to leave the country behind me with satisfaction. This route, as marked by the dotted line in the sketch, is not much less favourable for communication with Route No. 1 than with No. 3; but natural obstacles would render it apparently more difficult for continuation north-westward by Route No. 2.

I may indeed here remark, that natural obstacles seem to magnify both to the north and south of the Restigouche, as we advance eastward. Above the confluence of the Wagan, the banks of the Restigouche are comparatively favourable all the way up the stream as far as explored or observed. Descending the same stream below the Wagan, the banks become more abrupt and steep, but are neither so close or angular, but that much cutting may be avoided by occasional bridging, and the inclination of the valley is very favourable.

The mean rate of descent from the Wagan to the sea cannot exceed seven feet per mile by the course of the River, but the much greater part of the aggregate descent must apparently occur above the Quatawamkedgwick, and cannot be estimated at a less mean rate than ten to fifteen feet per mile. But diverging from the valley of the Restigouche by Route No. 1, we find the banks of the Gounamitz higher and steeper than those of the head of the Restigouche, by Route No. 3, and again we find the banks of the Quatawamkedgwick by Route No. 2, still higher and steeper than either, rising in fact 1000 or 1200 feet very abruptly above the bed of the river.

With regard to the last mentioned route, it was at first my design to explore the Quatawamkedgwick by canoe to its extreme northerly source, to have found the most favourable communication thence to the valley of the Rimouski, and to have explored the latter as far as practicable. But insufficient opportunity of preparation, the advanced state of the season, and unforeseen causes of delay, obliged me to abandon the more difficult part of the undertaking, and I discontinued my ascent of the Quatawamkedgwick about a mile up the north or main branch, returning thence and ascending by the south branch, less for the purpose of exploration than for a more direct return to the party I had left at Green River. As far as I am able to speak from personal observation of Route No. 2, the rate of inclination of the valley of the Quatawamkedgwick is no doubt favourable, say not exceeding 15 to 30 feet per mile, up to the south branch. Above this point the inclination of both the north and south branches

appears to be steeper, at least for some distance, say not less than 35 feet per mile ; but I have reason to believe that towards the head of each of these branches, but especially the north branch, there is much flat ground. But to render these inclinations available, however, it is most probable that the amount of bridging and cutting would prove to be heavy, owing to the very limited portion of flat margin, and the abruptly steep, and generally rocky character of the banks. An exact survey might prove these obstacles to be more avoidable than they appear to be ; but without such survey no safe opinion could be formed.

These remarks will be understood to apply only to the main Quatawamkedgwick. The valley of the south branch is at several points wholly unfavourable for a Railway, but it affords lateral openings which might be available.

Upon returning to Green River by way of the portage from the south branch, I found that the party I left there, having explored the Otter branch route, and cut out and surveyed the portage, had proceeded on their way to explore from the north-western branch of Green River, with the view already explained ; but having met you on the way, received your directions to return, and to explore more minutely the apparently objectionable part of the valley of Green River, before described, and shown in sketch No. 2, until I should rejoin them. This circumstance fortunately coincided with directions which in the meantime I had found it necessary to send them, to return and meet me at the portage ; foreseeing, in consequence of unexpected casualties and delays, that it would be impracticable to rejoin them either in the valley of the Rimouski, or of the Toledi, as at first intended.

We had already been warned by snow and severe frost that only a small portion of the season remained. It appeared most desirable that this should be employed in tracing the supposed communication southerly from the east branch of Green River to the head of the Restigouche, and to join the survey to the end of my exploration by canoe, a little above the branch distinguished as " Return Branch " in the sketch, and also to examine, as far as possible, the features of Route No. 3, between the valley of the Restigouche and the valley of the Squatuck, with the view to the connection of these by means of the lateral vallies of Green River.

I therefore directed Mr. Ramsay to proceed by the east branch, and to survey by way of the southerly opening referred to, until he found the termination of my canoe exploration on the Restigouche, if it should prove that the opening led directly to the valley of this River. But as it was equally probable that he might find himself descending a branch of Green River, in order in this case to cut him off, my own undertaking was at the same time to survey from the main Green River eastwardly by its lateral vallies, towards the same point on the Restigouche. Mr. Ramsay's course proved to be down the branch of Green River distinguished in the sketch as Green River East, and he opportunely intersected my exploration a few hours after I had passed.

The connection with the Restigouche was shortly afterwards made, and the party returned with the view to explore north westwardly for a favourable communication with the Squatuck. Some progress was made in the latter object, when another fall of snow and the increasing severity of the weather, rendered it unavoidable further to prosecute the survey beyond the reach of our canoes, which were left at the main Green River, and on which we chiefly depended for our retreat.

It remains only to state the imperfect knowledge which an unfavourable opportunity enabled me to acquire of Route No. 3. I have already remarked that indications existed of a favourable communication between the head of the Restigouche and the east branch of Green River, if such an object were desirable, either as an improvement or variation of Route No. 1. I have also stated that Route No. 3 is favourable as far as it adheres to the valley of the Restigouche. From thence to the valley of the Squatuck, are several lateral vallies and openings, which require more or less pains for due examination.

The only object which a cursory exploration could accomplish, was the discovery of which of these vallies and openings might appear most entitled to a particular survey. I have reason to believe, that practicable lines, approximating to those indicated in the sketch, would be found. My opinion is, that the difficulties of this route are confined to an aggregate distance of perhaps five or six miles on each side of the valley of Green River, and that they are not of great magnitude. I

I have not personally examined, and have only partially seen the valley of the Squa-tuck, but it is generally better known than any part of the ground included in this survey, and it is reported to be, as I believe it is, generally flat and favourable for a line of Railway. From thence up the valley of the left hand branch of Toledé to the intersection of Route No. 1, the ground is flat with a very moderate ascent.

In the absence of barometers, by which to obtain an approximate section of the routes, as far as traced, the apparently difficult inclinations were occasionally tested by angles of elevation and depression; and from these, checked by the approximately known height of several points in the country examined, the assumed rates of inclination have been inferred. They would in most instances, I believe, prove to exceed what in actual construction would be necessary.

I may remark with regard to the habitable character of the routes, as far as examined, that No. 3 would be the most favourable for continuous settlement from the valley of the Tobique to the valley of the Saint Lawrence.

Probably one-third, consisting of the more elevated parts of Route No. 1, would be unfavourable for settlement. Route No. 2, as far as examined, would not be suitable for cultivation immediately along the line, except at a few detached points, on account of the very broken and precipitous character of the banks of the Quatawamkedgwick.

I believe that each of the routes described, necessarily in very general terms, is practicable, as far as I have examined the same. Of the degree of practicability, or of the probable expense of construction, I conceive that no safe opinion could be formed without an approximate location. To discover what route or routes may be most eligible for preliminary survey, I deem to be the object of the exploration. A judgment upon this point with regard to any subdivision, must of course be materially governed by its relationship to the whole line. As far, therefore, as it may be either my duty or privilege to offer my opinion, it is, upon its special merits, in favour of Route No. 3; and more generally because upon both national and colonial grounds, it appears most desirable to avoid any unnecessary deviation from the most direct line between the Bend of Petitcodiac and the River du Loup, which the natural facilities of the country will permit.

I have, &c.

(Signed)

J. WILKINSON.

Major W. Robinson, R. E.,
Commissioner of the Quebec and Halifax Railway
Exploratory Survey, &c. &c.

APPENDIX No. 4.

(Plans referred to—Nos. 20, 21, 22 and 23.)

Report on a Line of Railway from Whitehaven to Amherst.

Halifax, March 14, 1848.

SIR,—Having been directed by you to explore and report upon the capability of the country for a line of Rail Road from Whitehaven to Amherst, we have attended to that duty, and beg leave to lay before you the following Report:—

The general formation of the country consists of long continuous ridges, with vallies between them, in an eastern and western direction. One of these ridges commences at Cape Canso, passes Country Harbour, runs westerly on the south of the west branch of the Saint Mary River, and continues onwards to the western parts of the Province. The crest of the ridge is near the northern side, whence it slopes gently to the sea coast; the height is about 600 or 700 feet. It is cut through by the valleys of Country Harbour River and of the Saint Mary. There are several indentations across it between Country Harbour and Canso; viz. from New Harbour to Salmon River, about ten miles above its mouth; from Torbay, by Ingersoll Betts' Lake, to Salmon River, near its mouth; from Whitehaven to Crow Harbour; and from White Point to Fox Island.

Northwardly of this ridge there is another range of high lands, which commencing at Cape Porcupine on the Gut of Canso, runs parallel to the former, and terminates in the high land southward and eastward of Truro. It is cut across by indentations from

Country

Country Harbour to Antigonish; from Glenelg to Antigonish, by College Lake; from Glenelg to Merigomish, by the east branch of the Saint Mary and the French River, and by way of the east River to Pictou; also from Upper Stewiack to Pictou, by the Middle River; besides several minor indentations. This ridge is of about the same general height as the former.

Between these ridges is a valley running from Chedabucto Bay, on the east, to the Basin of Mines, on the west. It is interrupted by some hills at the head of the Stewiack, but it generally preserves the character of a continuous valley. The highest parts of the bottom of this valley, more immediately connected with the present survey, is between Guysborough and Country Harbour, about the head of Salmon River, and between Country Harbour and the Saint Mary at Glenelg.

The latter of these is found, by barometrical measurement, at the place which we crossed with the line, to be 226 feet above the sea; the former appears to be about the same height.

The rock formation of the southern ridge is generally granite and various kinds of trap; that of the northern, coarse slates and shales, variously inclined to the horizon, but mostly vertical, with some patches of trap.

The valley is soft sandstone and slate in layers, horizontal, or but slightly inclined.

The coasts of the Atlantic and of Chedabucto Bay, are, so far as we could observe, composed of slate and shales of various kinds; the trap-rocks being confined to the high grounds. The general direction of the strata of these rocks is S. 60 E. by N. 60 W.

Our first care was to make inquiry of surveyors and others acquainted with the peninsula on which Whitehaven stands, as to its general features; and we were informed that the coast was rugged, but that in the interior there were extensive elevated flats, which, once gained, but little difficulty would be experienced in proceeding.

We accordingly adopted that course, and found a barren, rocky country, with elevated grounds, intersected with deep hollows, running across the course of the line. We pursued this line as far as Ingersol Betts' Lake, and then abandoned it. It was now settled that we must either find a passage along the coast to Country Harbour, or get through to the northern side of the ridge, and follow the valley of the Salmon River; but as this was known to be rough and difficult, and withal circuitous, we resolved to make the first trial upon the coast.

Commencing at Whitehaven, at A, near Haulover Cove, the line may be carried across a level neck of land to Molasses Harbour, and thence along the shore of that Harbour to B, at its head. Thence about three-eighths of a mile up a pretty deep valley, brings us to the water-shed C, between Molasses Harbour and an extensive bay on a pretty large stream which flows into Cole Harbour at D. This water-shed is only about 20 feet above the high tide mark, giving a passage as easy as can be desired.

The length of this section A to D, is about 8 miles.

From D to E, 4 miles, the line is along the shore, passing through low points of ground and shallow bays. On this section cuttings and embankments of about 20 feet at greatest, will produce undulations within 40 feet to the mile.

From E to F, at the head of Torbay, 6 miles, there is a belt of flat ground between the high lands and the sea coast, upon which the Road can be carried so level as to require no particular remark.

From F to G, across the Peninsula, 3½ miles. The highest part of this section is within 30 chains of F, and about 54 feet above the sea; thence it is nearly level to within half a mile of the coast, where it is 50 feet in height; from which place it may descend with a uniform grade of 40 feet to the mile to G.

From G to the head of New Harbour at I, about 2 miles, there are several bluffs of slate rock, one of which will require a deep cut, or possibly a tunnel of about 300 yards in length.

Or, by passing over a ridge of about 100 feet in height at K, which may be done at grades of about 50 feet per mile, a mile and three quarters would be saved in distance between Torbay and New Harbour; the expense not greater than by the shore. This will probably be found to be the most eligible route.

From

From New Harbour to L, Coddle's Harbour, 4 miles. For the first 2 miles of this section, a track may be obtained quite smooth and level. On the remaining 2 miles there are a number of small slate ridges about 30 or 40 feet high, with vallies but little above the sea level between them.

The direction of the strata is S. 60 E. by N. 60 W. They have not been examined, but it is probable that some of them will have to be cut through.

From Coddle's Harbour to M, at the head of Isaac's Harbour, 8½ miles, there is but little difficulty in getting along the shore, except about a mile and a half at Coddle's Harbour, where there is some broken ground that has not been particularly examined, but we do not apprehend much difficulty with that part. The remainder of the shore is sufficiently flat. It is supposed that a straight line can be found from L to M, but this has not been examined.

Between Isaac's Harbour and Country Harbour, 3 miles, is a ridge of 184 feet in height at N, which is its lowest part. On the eastern side of this ridge, from M to N, the rise is 1 in 32; on the western side, from N to O, the descent may be brought to 80 feet to the mile.

It is possible that a better passage may be found about a mile to the northward, it has not been examined, but from the general formation of the country, there seems but little hopes of success.

It is probable that the only alternative in crossing this ridge, will be the employment of stationary power, or the tunneling of about a mile in length through whin-rock.

From O to P, about 7 miles, there is between the hills which bound the valley and the water, a range of low ground with an irregular surface, upon which a line may be carried, so as to produce nearly a level by cuttings and embankings of 20 feet at the maximum.

Turning off at P, we proceed up the valley of West Brook, a small stream which flows along the northern base of the southern ridge of hills formerly mentioned. Near the head of this stream at R, there is a water-shed, from which waters flow to the Saint Mary by M'Keen's Brook. The distance from the mouth of the West Brook to R, is 4 miles, and height, by barometer, 226 feet; giving an ascent of 56 feet per mile. The cheapest route is along West Brook, the valley of which appears open and smooth; but if it be required to reduce the grade, the ascent may commence one or two miles further down Country Harbour River, keeping along the face of the high lands, as shown by the line on the plan. The face of the high lands along the River is steep and broken, and would probably require a heavy expense, but along West Brook it appears pretty even.

By carrying the line to the River 1 mile below the mouth of West Brook, the grade would be reduced to 45 feet per mile.

From R to S, 2 miles,—there are several small lakes with low ridges of ground between, which we did not particularly examine, but as seen from the Road, we concluded it will be quite practicable to find a tolerably fair line between the lakes; the average descent will be about 15 feet per mile. Thence to T, at the Saint Mary, 3½ miles, there is the valley of M'Keen's Brook, which, as appears, is smooth and open; the descent is about 40 feet per mile.

From T to Mr. Alexander Sutherland's, the highest settlement on the east branch of the Saint Mary, 13 miles,—the valley is with few exceptions pretty broad, with intervals along the River, and will present no obstacles, except from freshets. We could not ascertain the depth of the freshets very correctly, but from information, and from ice marks on trees, we conclude it will not exceed 4 feet.

The River may have to be crossed several times. The sectional area of water way required, will be from three to five hundred square feet, according as the bridge may be higher or lower on the stream. The height of the River intervale at Sutherland's is, by a mean of five observations, 194 feet above the sea; and by a mean of two observations on different days, the height of T at M'Keen's Brook is 54 feet, giving a rise of 140 feet in 13 miles,—about 11 feet per mile.

At about a mile above Mr. Sutherland's is the foot of the falls, where the River descends in a rocky crooked channel, between cliffs of trap-rock, 90 feet in about a mile. This is a formidable obstacle; the River is too crooked to admit of a line in the chasm through which it flows, and the hills on the western side are high and steep;

it will therefore be necessary to cut across the point on the eastern side. On this side we have, at the head of the falls, a narrow ridge of trap-rock, of 60 feet in height, jutting upon the River from the eastward; and at the foot of the falls, a deep valley, in which flows Campbell's Brook, coming in also from the east; both of which must be crossed. The valley will require a bridge or embankment of 500 feet in length and 30 or 40 feet in height, and the ridge, a tunnel of about a quarter of a mile in length. By these means a grade, 60 feet to the mile may be obtained, as shown by the section.

Southwards of Campbell's Brook there does not appear to be any obstruction to a descending grade of 40 feet per mile, along the River hills down stream to the level of the River.

From the falls to Lake Eden, about 2 miles, there are no difficulties; the banks in some places are near the River, and the flat ground between them of moderate breadth; but there appears to be sufficient room for fair curvatures, though it may be necessary to cross the River two or three times. The rise in these two miles is about 15 feet.

From Lake Eden to Beaver Lake, about 4 miles, the line may pass close along the southern shore of Lake Eden, under a high range of hills, about a mile, to the entrance of a range of ponds and low ground 2 miles in length, leading westward to Beaver Lake—the head of the East River of Pictou. The height of Lake Eden above the level of high tide at Pictou is, by a mean of nine barometrical observations taken on three successive days, 381 feet; Beaver Lake is, by a mean of five observations taken on two different days, 398 feet above the same datum, and 17 feet above Lake Eden.

The water-shed between Lake Eden and Beaver Lake, at U, is within half a mile of the latter, about 40 above Lake Eden, and 23 above Beaver Lake.

There may be a uniform grade from Lake Eden to U, and from U, by the southern side of Beaver Lake, for about a mile and a half; giving for the former 30, and for the latter 16 feet to the mile.

From the foot of a range of flats connected with Beaver Lake, the East River of Pictou, which is here of a small size, begins to descend between high banks to the Bridge on the Saint Mary's Road, 6 miles. On this section the line must follow the River flats, which appear sufficiently wide to admit of fair curvatures, except a distance about three-eighths of a mile above the Bridge, when it will be necessary to run through a valley on the southern side, to avoid a narrow crooked channel through which the River flows between limestone rocks. On this section the River will have to be crossed several times. The section of water-way of the Bridges may be from 100 square feet near Beaver Lake, increasing as we descend, to 300 feet. The flowage of the intervals does not exceed three feet.

The average descent will be for the first three miles about 15, and for the remainder, 33 feet per mile.

From the Saint Mary's Road to Grant's Bridge, 7 miles. The valley is broad and contains large intervals. The line, by cutting through some low upland points, may be carried pretty straight. The average descent is about 10 feet per mile.

From Grant's Bridge to the foot of the Rapids, near three miles, the River is crooked and confined between high lands of stratified sandstone and limestone, several points of which would have to be cut through.

This will be an expensive section. There is one circumstance, however, that would tend virtually to reduce the expense; the stone, owing to its structure and dip, which is about 50 degrees with the horizon, will be easily quarried, and will come in for drains, ballast, &c., on the road, as cheap, probably, as materials would from any other source. It will also open some capital limestone quarries, and it is not improbable that building stone would be met with, though we did not observe any seams of the sandstone sufficiently thick for that purpose. The average descent of this section is about 40 feet per mile.

From the foot of the Rapids to the Fish Pools, 3 miles, the line must keep along the River.

There will be little cutting through points, but it is likely there will be some bridging. The grade will be about 40 feet to the mile.

From Grant's Bridge, mentioned above, to the Fish Pools, there will be several Bridges. It is impossible by a mere passing glance at the River, to even guess very correctly

correctly at the number, but it is not unlikely that there will be not less than five or six. The span may be about 60 feet, till we get below the west branch, when it may be enlarged to 80 feet. The bottom is of rock, and it is not unlikely that stone for the abutments will be found in the excavations for the road.

From the Fish Pools to the height of land between the Albion Mines and M'Culloch's Brook, at V, about three miles, there is a rise of 133 feet. The ground will admit of a uniform grade, being about 44 feet per mile. At the Fish Pools it will be necessary to cross the River upon a bridge 30 feet in height, in order to get upon a range of tolerably level ground immediately above the steep banks of the River.

From V to Middle River, at W, 3 miles, there is a dip of 40 feet into the valley of M'Culloch's Brook, and then a swell of ground between this valley and Middle River. This swell may be crossed at grades of about 50 feet to the mile.

From W to X, 2 miles, the ground rises about 70 feet, being an average of 35 feet to the mile. It will be necessary to cross the Middle River at the height of 40 or 50 feet in order to get upon a flat table of ground on its western side.

From X to the West River at Y, 4 miles, there is a descent of 172 feet. The ground will admit of a nearly uniform grade averaging about 43 feet per mile.

From Y to Z, 1½ mile, there is a rise of nearly 80 feet, giving an average of 53 feet per mile. The ground, though somewhat rough in some places, does not appear to contain any very formidable obstructions to a regular grade.

The point Z is on a flat table land, from which the line runs off to the westward.

From Z to A', 2½ miles, the line passes over some undulations into the valley of the Saw Mill Brook, thence up that stream, in a broad valley, which, continuing westerly, becomes the bed of Black River, a branch of the River John.

The height of the water-shed between Saw Mill Brook and Black River, at A', is 227 feet above tide-water, and the height at Z 96 feet above the same datum; the difference is 131 feet, and the distance 2½ miles, giving an average of 58 feet per mile.

It is likely that a uniform grade can only be obtained on this section by means of a good deal of earth work. By embanking 16 feet at Y, and cutting 29 feet at A', the grade from Y to A' may be brought to 47 feet per mile; and from the peculiar form of the ground it does not seem likely that there would be much additional expense.

From A' to the mouth of Black River, 8½ miles, the valley is nearly half a mile broad, the stream meandering through flat lands with a sluggish current, showing the fall to be very trifling.

The height at the mouth of Black River is not measured, but may be supposed about 100 feet, and the descent along the valley, 14 feet per mile.

It will not be expedient to cross the River John below the mouth of Black River, because, though the general surface of the country is level, the River flows in a deep, narrow valley, which would have to be crossed. About this place the banks are low, and moreover advantage may be taken of the valley of Nabiscumb Brook, to obtain an easy rise to the table land on the west of the River.

From the Forks of River John, mouth of Black River, we did not travel through the country, but ascertained it to be of the same character as the region along Black River,—a flat country, with sluggish streams flowing through it, and offering no material obstruction to the formation of a Rail Road.

From Waugh River, Tatamagouche, towards Amherst, we made no observations relative to this line, but the country is known to be so level that there would be little or no difficulty in getting a good Rail Road line across it.

With regard to curvatures, from our limited means of making up a judgment, we can say but little, but from the slight observations that we were enabled to make, we think there will be none of less radius than half a mile.

The distances are as follows:—

	Miles.
From Whitehaven to Cole Harbour,	8
Cole Harbour to Torbay,	8
Torbay to New Harbour,	5½
New Harbour to Isaac's Harbour,	12½
Isaac's Harbour to Country Harbour, Mr. Archibald's,	6
Carried forward,	— 40

	Miles.	
<i>Brought forward,</i>	40	
Country Harbour to Glenelg,	13½	
Glenelg to the summit of the highlands, 2 miles west of Lake Eden,	20	
Summit of highlands to Albion Mines,	21	54½
Albion Mines to West River,	10	
West River to River John,	12½	22½
River John to Tatamagouche,	14	
Tatamagouche to Wallace,	12	
Wallace to the Province Line, at Otter Creek,	38	64
Total from Whitehaven to the Western Boundary of the Province,	181 miles.	

Respecting the ice at Whitehaven, the result of a good deal of inquiry amongst the inhabitants, and of shipmasters accustomed to the navigation of the coast, is as follows : That the Harbour is frozen regularly in winter as far down as Fisherman's Island. Haulover Cove is also regularly frozen. Beyond these limits, though it is sometimes frozen, the liability does not seem to be greater than in Halifax Harbour. It was in consequence of this information that we fixed upon the point A for the terminus of the line. The ground will admit of a branch to the upper part of the Harbour, which we have shown upon the plan.

The sea ice breaks up in March, and floats to the southward; that which passes through the Gut of Canso is in no great quantity, and in ordinary weather is set off by the current of Chedabucto Bay towards Sable Island. The main body of ice met with in that sea, passes eastwardly of Cape Breton, and with northerly and westerly winds is carried out to sea; but easterly weather brings it on to the coast of Nova Scotia. We could not learn that Whitehaven had ever been completely closed with this ice, but it has often been in such quantity as to make navigation in the night dangerous, and sometimes, at distant intervals of time, it has been in such quantity as to make the approach in day light very difficult. On the whole it would appear that between the last of February and last of April, it may be accounted dangerous for a Steamer to run in the night near Cape Breton, and direct from thence to Whitehaven; as there would be almost a certainty of having to cross a stream of floating ice in some part of this sea, though it but seldom happens that it approaches Whitehaven.

All which is respectfully submitted by

Your, &c.

(Signed)

GEORGE WIGHTMAN.
A. CALDER, *Serjeant,*
Royal Sappers and Miners.

Major W. Robinson, R. E., &c. &c. &c.

APPENDIX No. 5.

Remarks on the inner part of the entrance of Whitehaven.

COLUMBIA, *Halifax, N. S., August 27, 1846.*

SIR,—In pursuance of your orders, I have made a rough sketch of the inner part of the entrance of Whitehaven, which, with the accompanying remarks, I beg to submit for your consideration.

In fine clear weather, and by daylight, the approach to Whitehaven is easy, the shores being bold, and no out-lying dangers, if we except two rocks nearly a mile distant from the shores of White Island, one to the south west and the other to the south east. These generally break and so show themselves.

White Island forms the turning point of the shore of Nova Scotia, as it deflects towards the northward to Canseau. The white rocks, and its elevation of 140 feet, make it stand out prominently, and easily distinguish it.

There

There are several channels in Whitehaven. Three can be used by Steamers of any size. The middle, which is between White Island and the ledges to its westward, appears to be best, is about 250 fathoms broad in its narrowest part, and carries bold water on both sides, and is besides the shortest and most direct, not exceeding half a mile in length. However, as the directions of the channels differ, and all radiate nearly from the same point, a sailing vessel can use the most favourable with respect to the winds. The western is also a very good channel, and is preferable for vessels going or coming from that direction. The soundings without this Harbour are (near the shore) very irregular, especially in the approach to the eastern channel, which is also injured for vessels of large draught of water, by a rocky patch with thirteen or fourteen feet water. It is situated near the entrance, and rather more than one-third across channel, from the small island (Grassy Patch) off White Island.

When inside the Harbour, care must be taken, as there are several shoal rocky patches (see Plan), which render the navigation difficult to strangers, and require to be well determined and buoyed, should the Harbour be used for commercial purposes. There is an abundance of safe anchorage, with good holding ground, black muddy bottom, land-locked, and perfectly smooth.

In foggy weather this Harbour is difficult of approach, especially to a stranger, as the soundings in-shore are very irregular; and I have not been able to learn any good indications of its vicinity to be gathered from the lead, so as to render its approach by that means certain; and Torbay, its immediate neighbour to the westward, is a dangerous place to get into.

From the fishermen and small coasters I understand the currents round the point are uncertain, and generally depend on the wind, though the prevailing current is to the westward.

I experienced the current in a boat when I visited the outer break; it was then setting to the westward at the rate of one mile and a half per hour at least. I also perceived vessels in the offing setting rapidly in the same direction; the breeze was from the eastward and light, though it had previously blown hard from the same point. We also, in our passage from Halifax to Canseau, during a fog, with the wind from the south west, experienced an easterly current; but the land once made, the Harbour is easily attained, especially by a Steamer.

A judicious arrangement of fog signals and light houses, with buoys on the principal dangers, and a good survey, with the sea soundings well laid down, would make the approach in the night or during fogs attended with small danger to a careful seaman.

Latitude of observation rock, Whitehaven, $45^{\circ} 14' 0''$ N. Longitude of observation rock, Whitehaven, $61^{\circ} 11' 4''$ W. Variation, $21^{\circ} 42' 20''$ W. Rise of tide from three to six feet. High water at the change of the Moon, 7h. 40m.

In the Admiralty plan of this place, the general features and soundings appear correct, if we except some of the inner dangers, which are not noticed; but the scale is discrepant.

I have, &c.

(Signed)

P. FRED. SHORTLAND,
Lieutenant and Commander.

The Hon. W. F. W. Owen, Captain, R. N., &c. &c. &c.

(Received from Mr. DesBarres, Solicitor General, May 2, 1848.)

To the Board of Directors of the projected Rail Road from Nova Scotia to Quebec.

GENTLEMEN,—We, the undersigned Magistrates of the County of Guysborough, in the Province of Nova Scotia, hereby beg to state, that believing a report to have been made to the surveying party engaged in the survey of the contemplated Rail Road from this Province to Quebec, and that such report has been made by certain inhabitants in the Settlement of Torbay, near Whitehead, who supposed (in ignorance of the nature of such lines of communication), that the present facilities of intercourse with the interior of the country for purposes of procuring fuel from the woodlands, &c., would be entirely broken up in the event of the Rail Road terminus being at Whitehaven,

Whitehaven, and therefore have stated to the surveying party on the Whitehead route, that the "winter navigation to the spacious Harbour of Whitehead is quite impracticable from ice."

We, therefore, in view of the injurious tendency that such false information is calculated to produce on the minds of those unacquainted with the locality referred to, have obtained the accompanying affidavits of persons residing at Whitehead, and likewise of captains of coasting vessels residing in other places in this Province, and of long experience in the Winter navigation on the coast of said Province, testifying to the capabilities of Whitehead Harbour at all seasons of the year.

To all of which we, as the residing Magistrates of the County of Guysborough, wherein Whitehead is situated, beg hereby to record our certificate of their correctness, dated at Canso, Nova Scotia, January, 1848.

(Signed)

ROBERT HARTSHORN, J. P.
R. M. CUTLER, J. P.
WENTWORTH TAYLOR, J. P.
E. H. WAUCHEVILLE, J. P.
ABR. N. WHITEMAN, J. P.*
W. J. BEYLOU, J. P.
DAVID DOBSON, J. P.†
E. J. CUNNINGHAM, J. P.
WILLIAM HART, J. P.
FRANCIS COOK, J. P.
R. V. REFFEMAN, J. P.

* 1 affidavit sworn before him January 14, 1848.

† 4 affidavits December 25; 1 affidavit January 12.

Copies of the Affidavits referred to in the above Communication.

1.

William Spears, of Whitehaven, in the County of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead aforesaid for twenty eight years, and is well acquainted with the harbour of Whitehead aforesaid, and also with the drift ice which passes from the eastward, also from the Gut of Canso to the westward, in the spring of the year; that the ice seldom comes into the said harbour in large bodies, and very seldom remains there long enough to prevent vessels entering the said harbour at any time of the year, it being carried away by the winds and currents, and dispersed over the ocean, generally in a south westerly direction; that during deponent's residence at the said harbour he has not known a day on which vessels of the largest class would be prevented entering therein by ice, the said harbour being perfectly accessible at all seasons of the year.

Sworn to before me, at Whitehead, this 25th day of December, A. D. 1847.

(Signed)

DAVID DOBSON, J. P.

2.

Robert Spears, of Whitehead, in the County of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead aforesaid for twenty eight years; that he is well acquainted with the harbour of Whitehead, and also with the action of the ice which occasionally comes through the Gut of Canso, and also round the Island of Cape Breton, passing on to the westward, in the spring of the year; that the ice very seldom comes into the said harbour in large bodies, and very seldom remains therein long enough to prevent vessels entering the said harbour at any time of the year, it being carried away by the winds and currents, and dispersed over the ocean, generally in a south westerly direction; that during this deponent's residence at the said harbour, he never knew the ice to come into the said harbour in a large quantity but once, and that was in the year 1828, and then not to prevent vessels to enter said harbour, the harbour being perfectly safe and accessible at all seasons of the year.

(Signed)

ROBERT SPEARS.

Sworn before me, at Whitehead, this 25th day of December, 1847.

(Signed)

DAVID DOBSON, J. P.

3.

John Munrow, of Whitehead, in the County of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead thirty years; that he is well acquainted with the harbour of Whitehead, and also with the navigation of the said harbour, from the entrance to the extremity; that he is acquainted with the action of the ice, which occasionally makes its appearance off the said harbour, passing on in a south westerly direction; that it seldom comes in in large bodies, and very rarely remains therein long enough to prevent vessels conveniently entering the said harbour at any time of the year, it being generally carried away by the winds and currents, and dispersed over the ocean in a south westerly direction; that during this deponent's residence at the said harbour, he has never known a day in which vessels of the largest class would be prevented entering therein by ice, the said harbour being perfectly safe and accessible at all seasons of the year.

(Signed)

JOHN ^{his} X MUNROW.
mark.

Sworn before me, at Whitehead, this 25th day of December, 1847.

(Signed)

DAVID DOBSON, J. P.

4.

John Feltmate, of Whitehead, in the County of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead aforesaid for twelve years; that he is acquainted with the action of the ice, which occasionally comes through the Gut of Canso and round the Island of Cape Breton, and which passes Cape Canso to the westward in the Spring of the year; that the ice very seldom comes into the harbour of Whitehead aforesaid in large bodies, and never remains there long enough to prevent vessels entering the said harbour at any time of the year, it being carried away by the winds and currents, and dispersed over the ocean, generally in a south westerly direction; that during this deponent's residence at the said harbour, he has but once only known a few clumpits of ice to come into the said harbour, which went out the next day; and has not known a day during the above period on which vessels of the largest size would be prevented entering therein by ice, the said harbour being perfectly free and accessible at all seasons of the year.

(Signed)

JOHN FELTMATE.

Sworn before me, at Half Island Cove, in the said County, this 25th day of December, 1847.

(Signed)

DAVID DOBSON, J. P.

5.

Thomas Monro, of Whitehead, in the County of Guysborough, mariner, maketh oath and saith,—That he hath resided at Whitehead aforesaid about twenty eight years, and during greater part of the years aforesaid owned a vessel and sailed her as master; that he is well acquainted with the action of the ice which occasionally appears off Whitehead, passing on in an oblique direction from the shore to the south west; that the ice never during his residence at said harbour came in in large bodies but once, and remained but a short time; with this one exception, deponent don't remember one day that vessels of the largest class would be prevented entering said harbour, it being perfectly safe and accessible at all seasons of the year; deponent further saith, that he hath been coasting to Halifax, and all along the shores Nova Scotia, at all seasons of the year, and has never on his return or outset, been prevented going or entering the aforesaid harbour during the time of his residing as aforesaid.

(Signed)

THOMAS MONRO.

Sworn before me, at Whitehead, this 12th day of January, A. D. 1848.

(Signed)

DAVID DOBSON, J. P.

6.

Abraham Whiteman, of Canso, in the County of Guysborough, maketh oath and saith,—That he is now in the eighty seventh year of his age, and that he was a coasting trader on the coast of Nova Scotia for more than half a century, and was in and about Whitehead, on the coast of said Province, at all times of the year, and always found the harbour there accessible and perfectly safe at all times.

(Signed) ABRAHM. WHITEMAN.

Sworn before me, at Canso, January 14, 1848.

(Signed) ABRAHM. N. WHITEMAN.

Heads of Information obtained by Captain Henderson, Royal Engineers, at Whitehaven, in October, 1847.

The ice from the Gulf of Saint Lawrence, &c., comes round Cape Breton and through the Gut of Canso, in the spring of the year, and is brought by the easterly wind off the N. E. coast of Nova Scotia, and if the wind chops round to the southward, it drives this ice into Whitehaven, Torbay, &c.

The harbour had been blockaded nine or ten times in the recollection of my informant, who had lived on that coast for nearly forty years.

Four years ago the harbour of Whitehaven was blockaded up with drift ice for about ten days.

Generally speaking, it is more or less incommoded by drift ice, every two or three years.

It was frozen over in the Winter of 1846-47, five or six inches thick all the way down to Big Island, at the mouth of the harbour.

This was considered unusual, as it requires the weather to be cold and very calm to freeze so much of the harbour. It freezes, however, every Winter as far down as the long point opposite Fisherman's Island.

(Signed) E. W. HENDERSON,
Captain Royal Engineers.

APPENDIX, No. 6.

Report of the Sub-Committee, to whom was referred the Communication from Lieutenant E. Walcott Henderson, Royal Engineers.

*Council Room of the Quebec Board of Trade,
Quebec, May 12, 1847.*

The Sub-Committee, to whom was referred the Communication from Lieutenant E. Walcott Henderson, Royal Engineers, have to report, that owing to the manner the accounts are kept at the Custom House, and the nature of the trade with the lower ports, the value of the imports and exports cannot, with any degree of accuracy, be ascertained, and more especially to that portion of our trade with Gaspé, as, being in the Province, a mere matter of form of clearance and entry inwards is observed.

Your Committee beg to hand at foot, a statement of the number of clearances and arrivals to and from the various ports named in Lieutenant E. Walcott Henderson's Letter, for which they are indebted to the Collector of the Customs, and although they abstain from giving the nature of the cargoes, owing to the causes above stated, they would remark, that, with the exception of but one vessel which cleared in ballast, the remainder had cargoes; those from Halifax in general with valuable cargoes of West India produce, and from the other ports, fish and oils. The outward cargoes consisted almost exclusively of flour, provisions, &c.

With respect to the eastern ports of New Brunswick, your Committee are not of opinion that the trade between that portion of the above Province and Canada has materially increased within the last few years; and with respect to the trade with ports in the Bay of Fundy, regret to say that it has all but ceased, which your Committee attribute

attribute to the changes in the Imperial laws, more especially the Act passed in 1842, generally called Gladstone's Act; before the passing of which all American provisions, by passing through the Canadas, were allowed to take the privileges and character of Canada produce, and imported into our sister Colonies as such, but with that change all inducements to receive their supplies from this ceased, as the proximity of those ports to Boston and New York, and the cheapness of bread stuffs and provisions in those markets, offered superior advantages; and the result has been as stated; the same remarks apply, to some extent, to Halifax and other ports in Nova Scotia, where merchants, from their large increasing trade with Boston, by shipments of coals, plaster, &c., are enabled to take advantage by the return vessels of very moderate rates of freights, and a selection from a comparative cheap market.

With Gaspé the trade has been gradually increasing, and your Committee confidentially look forward to be able to report the same with respect to our sister Colonies, as our unrivalled Canals are now being brought to a completion, and the spring of 1848 will see a fresh trade with the west brought into existence, and craft containing three to five thousand barrels of flour loading in Lakes Erie, Michigan, and Ontario, brought to our doors. With this a reduction in freights must follow; and your Committee do not see why a barrel of flour or pork cannot be sold as cheap in Quebec and Montreal as it can in New York or Boston; and if one of the inducements to purchase in the American markets is removed, the other, viz. the proximity, will vanish with a Rail Road communication with Halifax, for we do not entertain any doubt but that Saint John will connect herself with the trunk line by a branch.

Among the almost numberless advantages that would follow the building of a Rail Road, both politically and commercially, your Committee would point out the certainty of a transportation to a sea port in either New Brunswick or Nova Scotia during the period our navigation is impeded with ice, of a large portion of bread stuffs which every winter is locked up in Quebec and Montreal, to the great injury of the Province at large, to which may be added the advantage that would follow by the transmission of the Mails by the Road, for which the Government now pay so large a sum for the transmission through the United States, which, for many weighty reasons, is objectionable, and, we may add, offensive to the feelings of a large portion of the inhabitants of both Canada East and Canada West. The Committee do not conceive they are called on to go into any length on the vast benefits that might follow by the line of Rail Road that is now engaging the attention of Government, to which the attention of this Province, as well as that of New Brunswick and Nova Scotia, is so earnestly drawn; and in closing this Report the Committee would in the most urgent manner bring the attention of the Imperial Government, through the present channel of communication, to the absolute necessity of freeing the inland navigation of the Saint Lawrence from all obstructions that now exist, and which prevent American vessels from bringing their produce (for your Committee would not recommend their being allowed to carry any other than their own) direct to Quebec, or should they wish it, to use our Canals to take their produce to any market they think proper, without breaking bulk; this course we think highly desirable, as well as the equally desirableness of all our tolls being reduced to the lowest practicable scale, which, if followed up, must draw the vast produce of the West down our noble River, and for which trade there are now so many rivals in the field.

Arrivals from—				Clearances for—			
	Vessels.	Tons.	Men.		Vessels.	Tons.	Men.
Gaspé,	59	2545	222	Aichat,	12	749	42
New Carlisle,	20	796	71	Bathurst,	7	320	25
Antigonish,	16	972	59	Canso,	1	68	4
Aichat,	14	792	55	Caraquette,	3	103	10
Bathurst,	1	44	3	Cocayne,	1	38	3
Caraquette,	7	245	20	Dalhousie,	9	349	30
Dalhousie,	1	37	3	Guysborough,	2	95	8
Guysborough,	4	205	15	Halifax,	18	1386	74

	Arrivals from—			Clearances for—			
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	
Halifax,	17	1257	71	Miramichi,	27	1376	96
Miramichi,	3	400	30	Pictou,	3	184	11
Pictou,	2	79	6	Richibucto,	9	418	28
Richibucto,	7	250	23	Restigouche,	8	315	23
Sydney,	3	563	27	Shippigan,	1	47	3
				Sydney,	2	215	10
				Shelbourne,	1	30	3
				Gaspé,	84	3334	249
				Carleton,	3	107	10
				New Carlisle,	10	489	32

APPENDIX No. 7.

Extract from the Report of the Commissioners appointed by the Legislature of the State of New York—by the Act of May 11, 1846—to locate certain portions of the New York and Erie Rail Road, made to the Legislature, January 14, 1847.

COST OF MOTIVE POWER ON RAIL ROADS, PER TRAIN, PER MILE.

1st. Engine-men, Fire-men, and Station-men :—							
							cents.
Baltimore and Ohio Rail Road,	...	...	...	...	...	...	5
Utica and Schenectady	"	...	...	...	...	...	8
Reading	"	...	...	...	...	...	4.55
Boston and Worcester	"	...	...	...	...	...	5.50
Fitchburgh	"	...	...	...	...	...	7.00
							<u>30.05 ÷ 5 = 6.01</u>
New York and Erie	"	...	...	...	...	...	7.485
2nd. Fuel:—							
Reading	Rail Road, Wood,	...	...	...	...	...	\$3.50 23.70
Boston and Worcester	"	...	...	...	...	...	4.90 22.20
Fitchburgh	"	...	...	...	...	...	4.25 14.17
Baltimore and Ohio	" Coal,	...	...	...	...	...	2.00 8.00
							<u>68.07 ÷ 4 = 17.02</u>
New York and Erie	"	...	...	...	...	...	18.09
3rd. Repairs of Engines and Tenders :—							
Reading	Rail Road,	...	...	...	...	...	4.90
Boston and Worcester	"	...	...	...	...	...	9.05
Utica and Schenectady	"	...	...	...	...	...	7.93
Fitchburgh	"	...	...	...	...	...	5.20
Western (Mass.)	"	...	...	...	...	...	6.50
Baltimore and Ohio	"	...	...	...	...	...	9.00
							<u>42.58 ÷ 6 = 7.09</u>
New York and Erie	"	...	...	...	...	...	8.75
4th. Oil and Cotton waste :—							
Reading	Rail Road,	...	...	...	...	...	1.74
Boston and Worcester	"	...	...	...	...	...	1.24
Fitchburgh	"	...	...	...	...	...	1.30
Baltimore and Ohio	"	...	...	...	...	...	1.46
							<u>5.74 ÷ 4 = 1.43</u>
New York and Erie	"	...	...	...	...	...	2.94
5th. Interest on cost of Engines :—							
Baltimore and Ohio Rail Road,	...	...	...	...	...	...	3.01
							<u>= 3.01</u>
6th. Conductors and Brakemen :—							
Reading Rail Road,	...	...	...	...	...	...	4.11
Fitchburgh "	...	...	...	...	...	...	6.20
							<u>10.31 ÷ 2 = 5.15</u>

Take 63 per cent. for Brakeman (which is the ratio on Reading Road,) as conductors should not be included, and the expense for Brakeman is 5.15 × .63 = 3.14
 Do. Baltimore and Ohio Rail Road, as per estimate for coal trade, = 2.40
 New York and Erie Rail Road, = 6.52

5.54 ÷ 2 = 2.77

7th. Repairs of Rail Road, chargeable to Locomotive and Tender:—

1st. Ordinary repairs; of these one-fifth is regarded as chargeable to motive power:—

Reading	Rail Road,	13.66
Boston and Worcester	"	18.00
Boston and Lowell	"	13.50
Western (Mass.)	"	13.75
Baltimore and Ohio	"	18.30

77.21 ÷ 5 = 15.44

and 15.44 ÷ 5 = 3.09

2nd. Deterioration of iron, not yet settled by experience. Half of this wear is believed to be chargeable to Locomotives and Tenders, on account of their greater weight. Suppose rail cost \$7000 per mile, and will bear transport of 20,000,000 tons on a level road, average (say) 250 tons freight per train, equal to 80,000 trains. The cost per train will be \$8.75, and half of this is

4.37
 7.46

The weight of engines in the cases above detailed is not known, but is supposed to average less than 15 tons for an engine of 20 tons on driving wheels; would require an additional expense; but the fuel on the line of road under consideration would be less expensive, about 7 cents, than the average for the same size of engine. In view of both considerations, it is believed a reduction should be made from the preceding result of (say)

4.79

And the estimate for a 20 ton engine is Cents 40.00
 Forty cents per train per mile, equivalent to 1s. 8d. sterling.

Despatches and other Papers relative to the Quebec and Halifax Railway.

Despatches from the Right Honorable the Earl of Elgin and Kincardine, Governor General of Canada.

(No. 150.)

No. 1.

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

Government House, Montreal, Dec. 20, 1848.

(Received January 10, 1849.)

MY LORD,—I have the honor to transmit herewith the copy of a Letter which has been addressed this day to Messrs. Baring and Company, of London, by the Inspector General of this Province, and which I think Your Lordship will peruse with interest and satisfaction.

I have, &c.

(Signed)

ELGIN AND KINCARDINE.

The Right Honorable Earl Grey, &c. &c.

Enclosure in No. 1.

Inspector General's Office, Montreal, Canada, Dec. 20, 1848.

GENTLEMEN,—I am this day favoured with your Letter of the 1st instant, in which you inform me that you will provide for the January dividends on the Canada Bonds, payable at your office, in the assurance of your being repaid the advance before 1st April

April next. I can assure you that the Canadian Government feel deeply indebted for this fresh proof of your anxiety to sustain the credit of the Province. I have, by this Mail, instructed Messrs. Glyn, Hallifax, Mills and Co. to transfer to you £30,000 of the Canadian Debentures, which were placed in their hands last year for sale. A portion of these Debentures bear 6 per cent. interest, and I should hope that the quotation of prices given by you refers to the 5 per cents. I feel very strongly that these Debentures ought not to be sold under par, and that it would be much more advantageous in every way for this Government to pay whatever rate of interest may be required to command money than to increase the debt by making loans under par. Although, therefore, I have directed that a portion of our Debentures should be placed in your hands, I rely that, unless it be unavoidable, you will not sell the 6 per cents. under par, and that you will advise me whether par can be obtained for Debentures bearing a higher rate of interest, with a provision enabling the Canadian Government to pay them off by giving reasonable notice.

I think the present a favourable opportunity of communicating to you the views of this Government on the subject of our fiscal affairs generally. I gather from your Letter that the Canadian Government declined in 1837 to constitute your house the sole agents for the Province, and that, since that time, you have considered Messrs. Glyn and Co. to hold that position. It would, of course, be unprofitable to enter at present into any discussion with regard to the conduct of the Government of Upper Canada at the time referred to; but I have to repeat, that my own conviction has been, since I have taken a part in public affairs, which has been since the union of the Provinces, that your house, and that of Messrs. Glyn and Co., occupied precisely the same relative position towards the Government, and I therefore conceive that at a time of temporary embarrassment we were justified in making a similar application to both houses. Your Letter has confirmed me in an opinion, formed very soon after my acceptance of office at the beginning of the present year, which is, that it is indispensably necessary that the Province of Canada should secure, without loss of time, the services of an eminent house in London, which should be its sole agent, and at whose office all its dividends should be payable.

For such services the Province of Canada is able and willing to pay, and they must be secured without loss of time. Before asking from you any proposition on the subject, it is necessary that I should notice some remarks in your Letter now before me. You state that the Bonds of Canada are looked on "much in the same light as the Bonds of separate States of the United States of America;" that "the stock of the Federal Government of the United States is certainly more valued, and finds readily purchasers on both sides of the Atlantic;" and, after stating that "credit is only permanently maintained by the public knowledge of ample powers and constant regularity in meeting all money engagements," you add, "the debt of a Colony always labours under some disadvantage in this respect." I desire to offer a few remarks on these passages in your Letter. When your house negotiated a Loan for Upper Canada some years ago, at 5 per cent., that Province was in a position precisely analogous to one of the separate States of the Union: it had no means of collecting a Revenue from Customs, the Ports of Entry being in Lower Canada; and in the event of the works, for the construction of which the Loan was raised, proving unproductive, there were no means of paying the dividends, unless by a resort to direct taxation—a measure not easily resorted to, and which, at all events, would have involved delay. The Province of Canada occupies a widely different position,—her means of paying the interest of her debt are most ample, and are quite irrespective of the Revenue from the Works. The interest on the Public Debt is about £170,000 sterling, while the Revenue is more than double that amount; the Grants for educational and charitable institutions alone are nearly £80,000 currency per annum. Canada, then, has "ample powers" of meeting her engagements; in fact, precisely the same powers as the Federal Government of the United States: both raise by Duties on Imports the Revenues which they require; and if Canada wanted more there would be no difficulty in increasing the Duties on Imports generally, which are now, say 20 per cent. lower than the American average. But I admit that, besides power, there must be the will to pay the engagement of a Government. Has the Canadian Government or Legislature evinced any reluctance to meet its engagements? When your house was formerly under the necessity
of

of advancing money to meet the dividends, and of selling our Bonds at a discount to reimburse yourselves, Upper Canada was in the position I have already adverted to, and was unable to raise a Revenue by Customs. One of the avowed objects of Lord Sydenham in recommending the Union was to enable the Province to meet its liabilities; one of the first acts of the United Parliament was to double the Duties on Imports; since that time they have been further raised, and our proposed new Tariff will ensure a still further increase of Revenue. Here, then, is evidence of the will to meet our engagements; and to which I may state, and I do so with pride and satisfaction, that, amid all our political disputes, which have occasionally run high, as they sometimes do in England, the Members of our Legislature, of all parties, have vied with one another in affirming the necessity of maintaining the public credit at all hazards.

The power and the will to meet our engagements exist; and, since the Union, you must admit that our "regularity in meeting all money engagements" cannot be complained of. The unbounded credit of the British Government arises from the determination always evinced by Parliament to meet its engagements. The people of Canada are British subjects as well as the people of England; they have the same power and the same will to meet their engagements; and if they are ever in difficulty, it arises from the fact that British Capitalists do not choose to place the same confidence in their honor that they do in that of the people of the United States, whose Bonds are saleable without difficulty, although, after perusing these remarks, I confidently anticipate that you will admit that our means of meeting engagements are equally good with theirs. The fact is, that our Bonds are not recommended as an investment, while those of the United States are; indeed I have felt mortified to find that the price of Canada Bonds is never quoted in the list of Stocks, although those of each of the United States, as well as of all other foreign Governments, are kept constantly before the public.

I must now state very briefly the cause of our present difficulties. Within the last three or four years there has been a surplus of Revenue over expenditure of £400,000, which, instead of being applied to the redemption of our debt, has been invested in new works, on the success of which, as a source of immense Revenue, we have every confidence: every effort and sacrifice must be made to complete these works. Since the creation of our Sinking Fund we have saved from actual surplus of Revenue half a million currency, or one eighth of our whole debt. But until our great line of ship canals, unsurpassed probably by any works of the kind in the world, are quite completed, we shall be hampered, unless we can go into the money market, like other Governments, and obtain Loans. But in addition to the cause of embarrassment I have referred to, we have had this year a very deficient Revenue, our Imports being not more than two thirds of the average. In England deficiencies of Revenue often occur, and would be just as embarrassing as ours are but for the facility of raising money by an issue of Exchequer Bills. I have stated the cause of our embarrassments; and I trust I have shewn you that although not the slightest ground exists for uneasiness,—although our Revenue is most ample to provide for all our wants, and for the extinction of our debt at no distant period, we are suffering severely from that want of credit in England which you have described. Our want is now, and has been all along, an active agent of high standing, able to maintain our securities in that credit to which they are entitled. A divided agency is not worth the attention of either your house or Messrs. Glyn's. Perhaps you would consider it equally unworthy if undivided; but one thing is to my mind clear, and I shall repeat it: the Canadian Government must obtain the services of an eminent house in London, and for those services it is able and willing to pay. I must state in conclusion, that as I do not believe any house would be so likely to advance our interests as yours, I should be glad to be favoured with your views on the subject as early as possible. I have no doubt that our mutual friend Mr. Dunn, to whom I shall write by this Mail, will be able to give any further information you may require. With regard to Messrs. Glyn and Co., whose services to the Canadian Government it will always be ready to acknowledge, I need only say, that the opinion as to the expediency of having but one agent arises from no dissatisfaction with them, but from a conviction that a small account is not worth dividing, and that our interests will be promoted by such an arrangement as the one proposed.

I have, &c.

(Signed)

J. HINCKS, *Inspector General.*

(No. 151.)

No. 2.

Copy of a Despatch from Governor General the Earl of Elgin and Kincardine to Earl Grey, dated Government House, Montreal, December 20, 1848.

(Received January 10, 1849.)

(Enclosing Report of Inspector General on Colonization and Public Works: will be found printed at page 19 of Papers on Emigration to British North America; presented to both Houses by command, February 1849.)

(No. 153.)

No. 3.

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

Government House, Montreal, December 20, 1848.

(Received January 10, 1849.)

MY LORD,—In pursuance of Your Lordship's instructions, I have brought the subject of the Quebec and Halifax Railway under the consideration of the Executive Council of this Province, and I have now the honor to submit the copy of an approved Minute containing suggestions as to the mode by which, with the concurrence of the Imperial and Provincial Governments, the necessary means for carrying out this important national undertaking may, it is believed, be provided. It is proposed that the work shall be executed by or under the exclusive and immediate authority of the Imperial Government; that where the line passes through a settled country, whatever land is necessary for the Road shall be purchased by the Provinces, and handed over to the Imperial Government without charge; that where it traverses the public domain, ten miles on either side of it shall also be placed at the disposal of the Imperial Government, with a view, on the one hand, to the promotion of an extensive scheme of settlement in connection with the work, and on the other, to the replacing by land sales a portion of the capital expended; and finally, that the capital required for the actual construction of the Road, shall be raised on the security of a revenue to be derived from the imposition of a Duty of 7s. 6d. per load on Timber, the produce of British North America, when imported into Great Britain.

2. I am well aware of the fact, that under existing circumstances, grave objections present themselves to the adoption of any measure involving a large outlay. Nevertheless, that which I now submit has so much to recommend it, and it bears so immediately upon questions which affect vitally the interests of Great Britain and Ireland, that I need not, I am sure, bespeak for it Your Lordship's serious consideration.

3. For a statement of the manifold advantages which will be conferred on the Mother Country and on these Colonies, by opening up to settlement the vast country which the proposed line will traverse; a country abounding in valuable Timber, Mines and Fishing Stations; in many parts of admirable fertility; and accessible through Halifax by a short and easy voyage from Ireland; it is only necessary that I should refer Your Lordship to the Report of Major Robinson, R. E., in which these topics are ably and clearly treated. In submitting, however, the views of the Canadian Government upon this subject, I would desire, with your permission, to offer a few general remarks, which may serve further to illustrate the importance of the undertaking in a national point of view.

4. In the first place then, I would beg Your Lordship to observe that one of the main obstacles to the rapid and successful colonization of British North America, consists in the circumstance that there is little or no demand for labour on the seaboard. A destitute immigrant landing at New York finds himself at once in a busy scene, where there is a fair chance of his obtaining employment until he has earned the means of transporting himself to the interior. But generally speaking, he must proceed to Western Canada before he meets with any constant or certain market for his labour, if he resort to British North America. Hence the necessity for a large expenditure for the conveyance of destitute persons from Quebec to the Lakes, and the manifold charges connected therewith; such as the provision of Hospitals at various points for the treatment of the sick; charges which swell sometimes to a formidable sum, and which must be met either by the produce of taxes imposed on immigrants or by grants from the British Treasury. If the expenditure be defrayed

from

from the latter source it is difficult to keep it within reasonable bounds; and if from the former, it has a direct tendency to check the immigration which it is most for the interest of the Provinces to encourage; inasmuch as the healthy, industrious settler, who has money to pay his way, is taxed for the behoof of the destitute, the sickly, or the indolent, who cast themselves on the Immigration Department at the sea ports. It cannot, however, I think, be doubted, that the undertaking of this great national work under the authority of the Imperial Government, and in connexion with measures of systematic colonization on the line, would go far towards the removal of this impediment to the general settlement of British North America. The immigrants who had inducements to seek the west, and money to pay their passage, would still proceed thither, while those who were either unwilling to go further, or without the means to do so, would immediately on landing seek employment on the Railway, or in some one of the various undertakings to which, when once fairly commenced, it would infallibly give birth, and they would eventually either become settlers on the lands in the vicinity of the line or move on to the west, leaving their places vacant for new comers. I am disposed to think that by thus removing the main obstacle to the rapid colonization of the vast British Territory beyond it, this work will do far more for the interests of emigration from the Mother Country than will ever be effected by the employment and settlement of the large number of immigrants who are likely to be immediately engaged upon it.

5. As regards the probability of the work proving ultimately remunerative I cannot but express my belief, that under the arrangement suggested by the Canadian Government, its cost to the British Government will be found to fall within Major Robinson's estimate. He has based his calculations, it would appear, on the expense of Railways constructed in the State of Massachusetts, where large prices are frequently paid for land, and where the cost of the principal materials employed is enhanced by the operation of a highly protective tariff. As the land to be occupied by the line will cost the Government nothing, and as a considerable sum may be realized by the alienation of that portion of the public domain which will be placed at its disposal, a large deduction may, it is to be hoped, be made from these estimates; whilst the almost invariable productiveness of Railways in America, which are frequently pushed, in the face of great engineering difficulties, into districts whose present resources and population would not appear to justify the outlay, or warrant the expectation of a return on the capital expended.

6. I have chiefly insisted on the advantages which the Mother Country is likely to derive from the execution of this work, believing that the benefits which it will confer on the Colonies are too manifest to require elucidation. I would, however, venture to offer one observation on this head. It is obvious that as soon as Railway communication is extended throughout the Provinces, a smaller military force than is now requisite will suffice for their protection. But looking to the anxiety which Your Lordship has repeatedly expressed, that a diminution in the expenditure incurred by Great Britain on this account should be effected at the earliest period, I am prepared to go a step further in this direction, so confident am I that the mere undertaking of the work in question will tend to raise the Colonists from the despondency into which recent changes in the commercial policy of the Empire has plunged them; to unite the Provinces to one another and to the Mother Country; to inspire them with that consciousness of their own strength and of the value of the connexion with Great Britain, which is their best security against aggression; that I would not hesitate to recommend that an immediate and considerable reduction should take place in the force stationed in Canada in the event of the execution of the Quebec and Halifax Railway being determined on. I have, &c.

(Signed)

ELGIN AND KINCARDINE.

The Right Hon. Earl Grey, &c. &c. &c.

Enclosure 1 in No. 3.

Memorandum on the projected Halifax and Quebec Rail Road.

The subject of the projected Rail Road between Quebec and Halifax has for some time past engaged the consideration of the Members of the Provincial Administration, and having been entrusted by my colleagues with the preparation of a Memorandum explanatory

explanatory of their views, and for the consideration of His Excellency the Governor General, I shall endeavour to the best of my humble ability to perform the duty assigned to me. In a recent Despatch from the Right Honorable Earl Grey, Her Majesty's Principal Secretary of State for the Colonies, to His Excellency the Governor General, His Lordship invites the attention of the Canadian Government to a Report from Major Robinson, of the Royal Engineers, on the proposed Trunk Line of Railway from Halifax, Nova Scotia, to Quebec. This interesting and able Report has been read with that attention which its importance demands, and it is most gratifying to learn that a work, the construction of which would be so desirable in a national point of view, is deemed by that officer to be not only practicable but likely to prove remunerative.

The Members of the Canadian Government have been most reluctant to press the subject of this Rail Road on the consideration of Her Majesty's Government, and would probably have forborne to do so still longer, but for the invitation contained in Earl Grey's Despatch. They feel strongly that should the work be undertaken and completed, and afterwards prove unproductive, the loss must fall principally on the Mother Country, and they have been unwilling, under such circumstances, to incur the responsibility of urging the Imperial Government on the subject. Major Robinson has entered very fully into the reasons which may induce the Imperial Government to embark in this great national work, one of the principal of which is, that it will open a field for successful Colonization. I shall not venture to enforce the arguments of Major Robinson, being fully convinced that they will have their just weight with Her Majesty's Government. I cannot however concur in opinion with Major Robinson, that the best mode of undertaking this work, would be by making it a sort of partnership concern between the Mother Country and the Provinces of Canada, Nova Scotia, and New Brunswick. The money can only be got through the instrumentality of the Imperial Government, and it would be highly desirable that the work should be executed by the Officers of that Government, and that it should be entirely under Imperial control.

If the anticipations of Major Robinson should be realized, and the work should prove remunerative, no difficulty could arise. The Imperial Government could, I should suppose, raise a loan with great ease for the required amount at $3\frac{1}{2}$ per cent., and the Railway dividends on this Continent generally, vary from 7 to 10 per cent. But it may be said that Major Robinson is too sanguine, that loss may be incurred, and that the Provinces being deeply interested in the construction of the work, ought to bear their fair share of such loss.

As no one I presume could recommend the construction of such a work as a mere mercantile speculation, its total unproductiveness ought to be provided for. The question then for consideration is how aid can be afforded by the Colony.

The Province of Canada has already contracted a large debt for the construction of public works, which has seriously impaired its ability to assume additional charges on its Revenue.

When the great line of Ship Canals, by which the navigable waters of the Saint Lawrence are connected with the lakes, was undertaken, the protective system was in full operation in England, and it was justly believed that under the operation of that system, the products of the Western States of the American Union, as well as of Canada, would pass through these Canals and the Saint Lawrence, to England. Unfortunately, for Canada, the change which has taken place in the commercial policy of the Empire has had a ruinous effect upon her commerce, and a wide-spread belief prevails among the Canadian people that unless the British Navigation Laws be speedily repealed, the whole trade of the West will be diverted to New York. This reference to the commercial policy of the Empire may perhaps appear irrelevant to the present subject, but it is well to keep in view that another important interest in British North America is threatened with the loss of protection. It seems to be generally believed that the present protection in favour of Colonial Timber is likely soon to be withdrawn. Deep as is the interest of Canada in this important trade, the Sister Province of New Brunswick will probably suffer more severely from the withdrawal of protection. And I think that it may fairly be urged upon Her Majesty's Government that at such a period of suffering in the Colonies, caused too by

no fault of theirs, it would not be expedient to propose any direct addition to our burthens. I think that I am warranted in anticipating as I have done the removal of the present protection on Colonial Timber. The commercial policy of the Imperial Government has been so clearly defined, as to leave no room for doubt that some modification of the Timber Duties will shortly be proposed. Should such a measure be determined on, it might be carried out in a mode that would at least afford some compensation to the Colonies.

Instead of reducing the Duty on Foreign Timber, that on Colonial might be increased from 1s. to 7s. 6d. per load, by which means a Revenue might be obtained sufficient to meet the interest on a loan which might be raised to construct the Halifax and Quebec Rail Road.

Should the Imperial Government be induced to undertake this great national work, the Canadian Legislature would be ready, there can be no doubt, to transfer to the Imperial Government or its Commissioners, the lands on each side of the road, to the extent of two miles in depth, when it shall pass through the public domain, and would also be at the expense of purchasing all the private property required for the Rail Road Line, and for the Station at the terminus.

Humbly submitted for the consideration of His Excellency the Governor General.

(Signed)

F. HINCKS,
Inspector General.

December 18, 1848.

Enclosure 2 in No. 3.

Extract of a Report of the Committee of the Executive Council, dated 20th December, 1848, approved by His Excellency the Governor General on the same day.

The Committee of the Executive Council have had under consideration a Memorandum on the subject of the Halifax and Quebec Rail Road, submitted for Your Excellency's consideration by the Inspector General of Public Accounts.

The Committee of Council concur in the opinion expressed by the Inspector General, as to the importance of this work in a national point of view, and earnestly hope that Her Majesty's Imperial Government may be induced to recommend it for the favourable consideration of Parliament.

The Committee of Council are of opinion, that by devoting the revenue, to be obtained by an increase of the Duty on Colonial Timber, to such a purpose, Her Majesty's Government would do much to reconcile the Colonists to the modification of the protective system.

The Committee of Council have no doubt that the Canadian Legislature would be prepared to sanction any measure having for its object the transfer to Her Majesty's Government of the unsettled Crown Lands through which the proposed Rail Road would pass, to the extent of ten miles in depth on each side, and that it would further undertake to obtain at the expense of the Province, all the private property required for the Rail Road Line in Canada, and for the several Stations. And the Committee of Council recommend that a measure should be submitted to Parliament at the ensuing Session, for the purpose, in case Her Majesty's Government should determine to undertake the work.

Certified

J. JOSEPH.

(No. 1.)

No. 4.

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

Government House, Montreal, January 3, 1849.

(Received January 23, 1849.)

MY LORD,—I have the honor to transmit herewith, for Your Lordship's information, the copy of a Despatch which I addressed to the Lieutenant Governors of Nova Scotia and New Brunswick respectively, in forwarding to them copies of the Minute of the Executive Council of this Province, on the subject of the Quebec and Halifax Railway, which was enclosed in my Despatch to Your Lordship, No. 153.

I have, &c.

(Signed)

ELGIN AND KINCARDINE.

The Right Hon. Earl Grey, &c. &c. &c.

Enclosure in No. 4.

Government House, Montreal, December 23, 1848.

SIR,—Under instructions from Earl Grey, I have called the attention of the Executive Council of this Province to the subject of the Quebec and Halifax Railway, and to the Report upon it, which has been furnished by Major Robinson, R. E., and I have now the honor to transmit herewith a Minute of Council, embodying suggestions as to the mode in which, with the concurrence of the Provincial and Imperial Legislatures, it is believed that funds may be procured for the accomplishment of this great undertaking. The arrangement proposed in this document has commended itself after full deliberation to the approval of this Government, as one likely to prove, under existing circumstances, in a high degree advantageous to these Provinces, and I trust it will receive a no less cordial support from Your Excellency and your Administration.

2. On the vast importance of the work, whether as affecting Imperial or Provincial interests, I feel that it is altogether unnecessary to insist. The subject has been long before the public, and its manifold recommendations have been ably stated in various publications, official and unofficial, as well as in the valuable Report to which I have already made allusion. I cannot, however, refrain from observing, that while on the one hand, no undertaking seems to me so well calculated as this to connect the Provinces together, to promote the interests which they have in common, to inspire them with a consciousness of their own strength, and thus to fit British North America for the fulfilment of its high destinies; so, on the other, none appears to be more likely to increase the population, extend the trade, and develop the local resources of each; and if this remark be true as applied to Canada, still more emphatically does it hold good of the Lower Provinces.

3. As regards that portion of the plan submitted which involves a partial surrender of the protection at present enjoyed by Colonial Timber in the markets of Great Britain, I shall add nothing to the statements contained in the Minute further than to remark, that I entirely concur in the opinion, that it would be imprudent to calculate on the permanence of such protection in the face of the change which is taking place in the general commercial policy of the Empire, and of the contemplated modification of the Navigation Laws.

4. I have no authority to state that Her Majesty's advisers will deem it consistent with their duty to apply to Parliament for the necessary power to enable them to undertake this great work under the proposed arrangement, but I am so thoroughly convinced of their desire to promote the welfare of these valuable dependencies of the Crown, and to relieve them from the depression under which they now labour, that I am confident that a suggestion of this nature, supported by the concurrent recommendation of the Provincial Governments, will command their immediate and most favourable consideration.

I have, &c.

(Signed)

ELGIN AND KINCARDINE.

Sir Edmund Head, Bart., and Sir John Harvey, K. C. B., &c. &c. &c.

(No. 6)

No. 5.

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

Government House, Montreal, January 4, 1849.

MY LORD,—I have the honor to transmit herewith, three printed copies of a Tabular Statement, prepared with much care from Official Records, shewing the population and annual amount of all property in Upper Canada, rateable under assessment laws for purposes of taxation, from the years 1825 to 1847 inclusive. The evidence which this document affords of the steady yet rapid increase which is taking place in the value of property in this section of the Province, cannot fail to be highly interesting to Your Lordship, and is well worthy the attention of capitalists in Great Britain.

I have, &c.

(Signed)

ELGIN AND KINCARDINE.

The Right Hon. Earl Grey, &c. &c. &c.

Enclosure in No. 5.

Tabular Statement, showing the Annual Amount of all Property in Upper Canada, rateable under Assessment Laws for purposes of Taxation, from the year 1825 to 1847 inclusive.

The following Table gives not the actual value of the Property, but the value at which it is rated for Taxation under Statutes of very early date, and which have remained unaltered. *Wild Land* is valued at 4s. per acre, its average value is fully 15s., as the amount given in the column only includes that in possession of persons, and forming part of their farms. *Cultivated Land* is valued at £1, whereas the lowest average is from £2 10s. to £3 per acre.

Year.	LANDS.		GRIST MILLS.		Houses of all kinds, except Shanties.	Horses.	Oxen.	Milch Cows.	Young Cattle.	Saw Mills.	Carriages kept for pleasure.	Amount of Assessed Value of Property.	Gross amount of all Local Taxes.
	Population.	Uncultivated Acres.	Cultivated Acres.	Additional run of Stones.									
1825	158,027	2,500,304	535,212	71	8,876	22,589	23,900	51,216	23,501	394	587	£2,256,874	£10,235
1826	...	2,611,725	614,254	80	9,732	24,095	26,580	61,954	24,806	422	582	2,409,084	9,940
1827	...	2,826,070	632,607	94	9,889	25,520	29,128	67,349	27,918	460	750	2,442,847	11,509
1828	...	2,977,807	678,618	98	10,183	27,303	30,879	67,945	29,527	515	968	2,579,088	12,533
1829	...	3,008,777	717,552	101	11,291	28,388	33,451	75,091	31,844	535	982	2,735,783	12,732
1830	210,437	3,244,410	775,014	121	12,082	30,777	33,770	80,909	33,396	555	986	2,929,269	13,555
1831	...	3,570,389	818,432	135	13,605	33,197	36,057	83,519	35,194	533	1,111	3,143,484	15,320
1832	261,060	3,799,014	916,173	152	14,550	36,601	38,941	91,676	35,250	671	1,203	3,415,822	16,603
1833	...	4,115,283	981,955	173	16,446	40,219	41,870	95,042	36,089	723	1,421	3,796,040	18,397
1834	320,693	4,171,995	1,034,816	192	16,771	41,866	42,445	99,474	36,769	788	1,409	3,918,712	19,806
1835	...	4,476,368	1,208,508	199	18,488	47,724	46,066	109,605	39,329	753	1,495	3,880,994	22,464
1836	372,502	4,807,406	1,283,133	227	20,951	54,616	48,929	120,584	44,698	902	1,720	4,605,103	23,169
1837	...	4,736,268	1,453,556	233	22,057	57,170	49,347	123,028	48,598	860	1,627	4,431,098	24,337
1838	*	4,353,890	1,206,493	251	19,513	52,732	38,577	109,991	42,514	774	1,467	4,282,544	24,077
1839	407,515	5,113,423	1,587,676	298	25,049	66,220	47,569	136,951	47,624	953	1,769	5,345,372	33,210
1840	...	5,290,014	1,710,000	294	25,857	72,734	49,317	144,900	48,625	963	1,863	5,607,426	37,463
1841	465,357	5,310,103	1,740,664	334	27,960	76,747	50,271	163,663	59,955	980	1,936	6,269,398	43,908
1842	486,055	5,548,357	1,916,319	359	31,638	83,755	55,137	173,394	76,648	982	2,188	6,913,341	58,354
1843	...	5,783,197	1,993,659	375	33,190	88,062	58,531	184,186	84,326	1,169	2,648	7,155,324	64,849
1844	...	5,845,935	2,166,101	369	35,631	94,168	62,306	187,298	79,050	1,246	3,042	7,556,514	74,736
1845	...	6,072,076	2,311,238	478	37,214	98,598	65,127	199,537	78,965	1,272	3,810	7,778,917	76,291
1846	...	6,182,419	2,464,704	426	39,625	105,517	68,963	211,565	74,370	1,401	4,510	8,236,677	84,137
1847	...	6,477,338	2,673,820	475	42,937	113,812	72,017	218,653	76,935	1,489	4,685	8,567,001	86,058
1848	717,560	...	...	...	...	...	...	...	...	...	...	...	...

* For this year the Assessment Rolls were very imperfectly taken, owing to the disturbed state of the country.

NOTE.—The Wheat Crop of Upper Canada, as given by the Census for 1812, was 3,221,991 bushels, by that taken in 1848 it amounted to 7,404,732, showing an increase of 4,272,741 bushels, or 132.62 per cent. on the 6 years.

Despatches from Sir E. Head, Lieutenant Governor of New Brunswick.

(No. 1.)

No. 1.

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to Earl Grey.

Government House, Fredericton, January 1, 1849.

(Received January 23, 1849.)

MY LORD,—I have the honor to enclose a copy of certain observations on the Reports of Major Robinson and Captain Henderson, with reference to the proposed Railway through this Province.

These observations have been placed in my hands by Mr. Wilkinson, the gentleman who is the author of the Report, No. 3, printed at page 46 of the Appendix to Major Robinson's Report. He is employed in the Crown Land Office here, and is a person of great experience in surveying. He possesses, moreover, considerable knowledge of this Country, and is, I believe, perfectly trustworthy.

At the same time I wish Your Lordship to bear in mind that I did not call on Mr. Wilkinson for any observations on the Report in question, nor do I now express or imply any opinion as to the justness of his views.

It is so material, however, that Her Majesty's Government should be in possession of all the information which can be obtained on this difficult and most important subject, that I should not feel justified in withholding from Your Lordship remarks on Major Robinson's Report, thus placed in my hands in an official form by a person like Mr. Wilkinson.

I have, &c.

(Signed)

EDMUND HEAD.

The Right Honorable Earl Grey, &c. &c. &c.

Enclosure in No. 1.

Fredericton, December 18, 1848.

MAY IT PLEASE YOUR EXCELLENCY,

The following observations appear to be invited by the Report submitted to Major General Sir John F. Burgoyne on "the proposed Trunk Line of Railway from an Eastern Port in Nova Scotia, through New Brunswick, to Quebec," dated 31st August last.

It is with reluctance that they are offered in an official form, but the utility or propriety of any other course appears to be precluded.

The Report is peremptory in the recommendation of a particular route, and that the most circuitous one.

It is equally peremptory in the condemnation of any more direct or central route.

We of course look for reasons of adequate force and validity to command a concurrence in a decision so unqualified.

The proposed observations on the insufficiency of the reasons adduced, will be confined to the route as far as it falls within the limits of New Brunswick and part of Canada.

The Report affirms the superiority of the direct or central route, if practicable, in these words: "Unwilling to abandon the direct route through the centre of New Brunswick, by which, if a line could be successfully carried out, the distance would be so materially shortened, as is apparent by the mileage given in route No. 4, it was determined to use every effort to decide either the practicability or impracticability of such a Line."

The efforts made are then detailed. In these details I am unable to discover even an approach to the adequacy of effort which could warrant an unqualified, much less a peremptory opinion.

To follow minutely the Report is unnecessary; one effort only to discover a favourable Line between Boiestown and the Restigouche is detailed. This, it is incidentally mentioned, was a great improvement upon a previous one. Why then did this great improvement rather discourage than encourage further efforts? Was every effort already exhausted by the peculiar efficiency of this second attempt?

A simple inspection of the map of the country, as previously known, will show that there was only a faint probability of the success of either of these attempts, which were by way of the extreme sources of the South West Branch of the Miramichi. There the land was already well known to be very high, and it is obvious that the descent into the valley of the Tobique from this situation, would be the shortest and most sudden that could be selected. A direct and equable descent, proved, as was very likely, to be impossible, and any other must necessarily be very bad. The details in Appendix No. 2 of the Report confirm this.

The Report says that "the lowest point of the ridge overlooking the Tobique River, at which any line of Railway must pass, is 1216 feet above the sea." That this great summit level "must be surmounted."

Now this unqualified affirmation implies that the elevation of every gap or depression in a dividing ridge, extending in a straight line north east and south west, about 70 miles, and probably 100 miles by its circuitous course, has been accurately ascertained. Yet no details are furnished in the Report to show that any knowledge of this kind exists beyond the vicinity of the single point at which the ridge was intersected as described by Captain Henderson in Appendix No. 2. He says, "The highlands bounding it (the valley of the Tobique) on the south side are very lofty. The lowest point at which they can be passed, as ascertained by our explorations, being at a point about 19 miles south of the River, is 1216 feet above the sea, or 894 feet above the River." This statement is satisfactory. It is all that could be said with safety. But it does not carry us either way along the ridge beyond the vicinity of the point examined.

An examination of the whole ridge, however, does not even receive advertance in the Report. Yet without such examination, and a conclusive result derived from the same, how can the Report plead an unwillingness to abandon the direct route, or affirm that the lowest point in the ridge in question is 1216 feet above the sea.

An exploration by way of the right hand branch of the Tobique, towards Boistown, was suggested at the commencement of the season of 1847. It might not have proved successful, but it offered the greatest probability of success. It is obvious, at least, that the suggestion could proceed only from the anticipated failure of the route adopted. The proposed is adverted to in Appendix 3, at page 49, 50, of the Report, but not noticed in the Report itself.

My remarks would extend to tediousness in minutely following the Report. Their tendency would be of the same kind with regard to the rest of the line of country from the Tobique onwards to the Saint Lawrence. I could not conscientiously concur in the opinion that the country is barely within the limits of practicability, much less that it is impracticable, and that further attempts to discover a favourable route are useless. My personal knowledge of the face of the country, and my views of the importance of the central line, equally compel me to say, that no sufficient efforts have yet been made to warrant a peremptory opinion, or any safe opinion.

I must also add that no admissible data whatever are supplied by the Report for a satisfactory comparison of the circuitous and central routes.

In seeking for such means of comparison we are foiled at the first attempt.

The Report says, at page 14, that the section of country between Shediac (more properly, perhaps, the Bend of Petitcodiac) and Boistown, was proved in 1846 to be generally low and flat, with occasional undulations. This of course is part of the direct or central line.

In order, however to make the corresponding division of the circuitous line, running 20 or 30 miles further to the eastward, pass review, it is put forward, not upon its own but upon the borrowed merits of the central line. The sections, as submitted, are acknowledged to be inadmissible. They "are not grades for the Railway." What then? "With the exception," says the Report "of the immediate banks of the Saint Lawrence, this is expected to prove one of the easiest portions of the line." Why is it so expected? No reason is given, except that "the whole of this portion of the country is believed to be generally low and flat," like that between Shediac and Boistown. Why is it so believed, whilst the sections submitted show that the whole of the country is not so, and that restricting our judgment to what is known by these sections "they are not grades for the Railway."

Thus nearly 100 miles of the circuitous line, so confidently and peremptorily recommended for its superiority, is not, as far as known, entitled to be recommended at all, and the fact of its eligibility yet remains to be discovered, whilst the easy practicability of the corresponding portion of the central line has been proved.

This criticism would not have been submitted if an exact local knowledge recently obtained of a portion of the ground in question did not forbid the least concurrence in the gratuitous expectation held out in the Report, that "with the exception of the immediate banks of the Saint Lawrence this is expected to prove one of the easiest portions of the line."

By inspection of the map of the country as already known, it will be seen that there will be at fewest about eight principal summits or water-sheds to cross at right angles by this portion of the circuitous line, and that at every interval the level of the tide must be quite or nearly regained. It will be fortunate if these summits can be easily surmounted at a less average elevation than 200 feet. Assume that by deep cuttings and high bridging they may be reduced to an equivalent of 150 feet, we have at once, by this favourable supposition, an aggregate elevation of 1200 feet to cross, or as high as the trial summit of the Tobique ridge; but this is without making allowance for all the subordinate or secondary summits, which will be numerous. The difficulties, therefore, cannot be even guessed at without a careful survey.

The Report places much reliance upon the greater security which the mere remoteness of the circuitous line from the frontier of the United States will afford in case of war.

"Passing," it is said, "at the greatest possible distance from the United States, it possesses in the highest degree the advantage to be derived from that circumstance of security from attack in case of hostilities."

In one ignorant of military matters, it may be presumptuous to be incredulous on this point; but in seeking to run wide of one danger it would appear that the line recommended runs side by side with a danger still greater. It would run for several hundred miles close upon the highway not only of the United States but of all nations.

Assume that the United Kingdom were destitute of a Railway, and that it was proposed to construct one for the security of military communication and commercial traffic, would it be recommended that it should follow the immediate coasts of the islands, or that it should, as much as possible, run centrally through from north to south, with branches to either coast?

The case proposed in New Brunswick is not essentially different, except that the inland frontier will be less exposed to clandestine attack than the sea coast. No formidable design could originate and ripen for an inland attack without some warning; not so on the sea coast. It has been affirmed by high authority, that even in England there would be no difficulty in the present state of steam navigation, in landing without any available notice a well appointed army on the south coast, which could march unopposed to London in two days. How insignificant then would be the ordinary means of opposition on the eastern coast of New Brunswick; not even the slight obstacle of a landing could oppose the clandestine attack and interruption of the proposed line of Railway. It would pass (according to the Report) immediately across the heads of navigable Rivers or Bays of the Gulf of Saint Lawrence, and for a long distance close along shore. Facility of approach by these means is mentioned in the Report as a superior advantage in the construction. This two-edged advantage also extends along the whole shore of the River Saint Lawrence.

It will scarcely be denied that it is important to reduce this source of danger to the shortest possible extent of the line. Nearly 100 miles of the most objectionable part of the shore of the Saint Lawrence, and the whole of the Gulf shore, are avoided by the central route through New Brunswick. If also it be the shortest and most expeditious, these would be most important offsets against an assumed increase of expense. It is not certain without survey that this construction of this part of the line would exceed the average cost. If not, then nearly a tenth of the whole expense would be saved. It would cost nothing along the line for defensive works, that would not be equally necessary if the Railway did not exist. On the other hand, no limit could be assigned to the expense of efficiently guarding the sea coast.

The central line would also be a common bond of union on a principal of equity to all local interests in New Brunswick; its branches would bind those interests as one.

A one-sided line, with the influence of Government in its favour, would tend to the obvious antagonism of private enterprise.

The Report enters upon the question of the probable revenue from freight transmitted between Quebec and Halifax.

There can be but faint prospect of heavy freight finding its way along the whole line for shipment at Halifax for Europe, or the reverse, during the season of navigation, except where expedition is of more importance than cost, or in case of sudden emergency like that which occurred in 1846-7. During the winter season heavy articles required either way will naturally take the shortest line of Railway, which may connect the open navigation of the sea with the nearest harbour of the Saint Lawrence. The shortest line of Railway of this description that can be constructed within British territory, or perhaps elsewhere, is that now in progress from the port of Saint Andrews. Another line, of not many miles greater extent, may terminate at Saint John; either of these will be 240 to 260 miles shorter than the circuitous line to Halifax, and both will be as promptly accessible as that port from Bermuda and the West Indies, and are only a few hours more remote from Europe. The central line would convert these branches into most important auxiliaries. The circuitous one would turn them into rivals.

The qualities of the trunk line, therefore, most calculated to ensure revenue, are those of directness and expedition between the extreme points of communication, and as a commanding medium of distribution and absorption of traffic by branches to the chief maritime outlets. The most important of the latter must evidently be in the Bay of Fundy, because they are accessible all the year. To divert the trunk line as far as possible from these would be to exclude it from a fair prospect of revenue.

To render this more evident, an estimate of the comparative cost of transportation between the respective Atlantic ports of Halifax, Saint John, and Saint Andrews, and a common terminus either at Point Levi or at River du Loup, is as follows:—

FREIGHT by RAILWAY, estimated at 1½d. sterling per ton, per mile.

Delivered at	Distance in Miles.	From Point Levi.		From River du Loup.		
		Amount.		Distance in Miles.	Amount.	
		Per Ton.	Per Barrel.		Per Ton.	Per Barrel.
Halifax,	635	£3 19 4	£0 8 0	525	£3 5 7	£0 6 6
Saint John,	390	2 8 9	0 5 0	280	1 15 0	0 3 6
Saint Andrews,	375	2 6 10	0 4 8	265	1 13 1	0 3 4

This estimate is predicated on the lowest rate of freight at present charged on the Western Rail Road in Massachusetts. This is a line competing with the navigation of the Hudson, and affords a fair guide in the case under consideration.

The Report in question, however, estimates the whole cost of transportation from Quebec to Halifax at 11s. only per ton, or about one-seventh of a remunerative freight, a mistake arising apparently from the supposition that the cost of motive power is the whole cost, whereas it is only a small fractional part. The oversight is the more inconvenient, as it destroys the speculations founded upon it. There is no hope that a line terminating at Halifax can systematically compete either with the navigation of the Saint Lawrence, or with shorter Rail Roads terminating in the Bay of Fundy, for heavy freight. There is not the less doubt, however, that the way freight which it will command as a line of distribution will, in conjunction with other sources of revenue, be highly remunerative.

I have, &c.

(Signed)

J. WILKINSON.

December 28, 1848.

It may be proper to refer more particularly to the grounds of objection to a Military line of Railway, immediately along any considerable part of the coast of the Gulf and River Saint Lawrence.

It is to be borne in mind that not only France, but the United States, have important rights in the Gulf of Saint Lawrence, materially involving their respective plans of maritime advancement, and which continually occupy their jealous attention.

By

By a succession of treaties, since that of Utrecht, the French have a right to fish not only on the coasts of Newfoundland, but also in the Gulf of Saint Lawrence, within three leagues of all the coasts belonging to Great Britain, as well as within 15 leagues of the Atlantic coasts of Cape Breton and Nova Scotia. The islands of Saint Pierre and Miquelon, overlooking the main entrance of the Gulf of Saint Lawrence, are ceded in full right to France, the unimportant right of fortifying excepted. These islands are held and governed as exclusively French.

It is evident that this cession was made on the part of Great Britain, and received on the part of France, with a mutually deep consciousness that it would always involve considerations of danger to the peace of both countries.

The foregoing and other rights were confirmed to France by the treaty of Paris in 1814.

Neither the past history of the fisheries on these coasts, nor the growing anxiety of late years, manifested both by France and the United States, on the subject of relative maritime progress, seem to afford that sure confidence of a permanently good understanding, which would warrant an entire indifference to any contingencies which might hereafter arise to affect the security of a line of military communication immediately along the coast under notice.

The author of "The Past and Future of the British Navy," does indeed ascribe the chief prospective danger to the sleepless jealousy of France alone, regarding it as the cherished ambition of that nation to strike a sudden and decisive blow at our commercial supremacy. The blow might possibly, however, lose nothing in either suddenness or decision in being dealt by a combined, rather than by a single arm.

It is further to be borne in mind that, besides a resident maritime population, acknowledging the jurisdiction of France alone, and the intimate knowledge of extensive portions of these coasts, maintained by the annual visits of many thousands of the fishermen of that country, counted upon at all times as an available maritime force; the British coast, the proposed site of the Railway, is also lined with a population of French origin, retaining the language, habits, and predilections of their race, and remaining under the guidance of a foreign priesthood.

If, therefore, the central line of Railway, the line equally remote both from the inland and the maritime frontier, must necessarily pass through vacant country, the consideration may not be altogether without value that the blank may be filled up with exclusively British attachments and preferences, habits and institutions.

But these remarks are made, much less under any serious anticipations of the eventful importance of avoiding, very widely, either the inland frontier on the one hand, or the sea coast on the other, than under a sense of the high importance of constructing a trunk line of Railway which shall, as much as possible, bind together both colonial and national interests; and by its intrinsic adaptation to the purpose, independently of any adventitious aid from Government, preclude, for all time, a reasonable motive for the project of a competing line.

The results of Railway experience generally, and the opinions of distinguished engineers, both in Europe and America, appear now very decidedly to recommend the system of central trunk lines with branches to remote points, rather than independent lines of communication between the latter.

There are portions of the Report under consideration, relative to the use of wood in the construction of Railways, which do not clearly harmonize. The 14 bridges in 20 miles, up the rocky chasm of the Metapediac, of the aggregate length of nearly 6000 feet, and another bridge of 2000 feet, necessary to cross the Miramichi, are represented as not formidable at all, because wood may be used for their construction; and that bridges in the United States, "on the best lines," are built of this material. But immediately further on the liberal use of wood is disparaged as the "cheap method of making Railways;" and a quotation from a Report relative to the Syracuse and Utica Rail Road is given to show "some of the consequences arising from a cheap Railway." But the statement quoted seems less to disparage than commend the advantages of a wooden structure, at least in the first instance. The first cost, including equipment, was £3,600 per mile. For this small outlay, the advantages of a Railway are obtained for eight years. After this a more perfectly reconstructed line will enhance the whole cost to only £5,960 per mile.

A perishable, as well as a durable material, may be badly employed.

A

A locomotive may drop through a trestle bridge or may run off an embankment without either wood or stone being really responsible for the disaster.

Ever since Lord Stanley was pleased, immediately after the great fire in Quebec, to communicate, for the information and benefit of the North American Colonies, the results of several experiments; under the auspices of Government, made with wood rendered incombustible, and, as also supposed, imperishable, by a new and simple chemical process, the value of a discovery so important has not ceased to be a subject of deep interest, though no attempt has yet been made to convert it to practical account.

The great saving of first cost in the construction of Railways by the use of wood has been abundantly proved. The imperfection of the method undoubtedly lies in the perishable nature of the material; but this has been greatly aggravated by the slight and inefficient character of the first structures of this kind in the United States.

Some very interesting details and observations, relative to this subject, are supplied in the Chief Engineer's Report of the Baltimore and Ohio Rail Road, for the year 1847. The affairs of this Road are under the presidency of the Honorable Lewis M'Lane, late minister to Great Britain. This line is considered to have a nearer resemblance to the Western Rail Road in Massachusetts, than to any other in the United States, and both may be considered to have much resemblance to the projected line from the Atlantic to Quebec. The following is an extract from the Report referred to:—

“THE BRIDGES.

“This head of expenditure has shown a large and important one for the last three years, principally on account of the necessity of rebuilding most of the many wooden viaducts upon the line. Of these numerous and extensive structures the aggregate length is 4,115 feet, in spans varying from 40 to 150 feet, besides 1,633 feet of trestle bridging at Harper's Ferry, making the whole length of timber bridging 5,748 feet, or 1.09 miles. They carry the Road across 11 large Rivers, and three smaller streams, intersected by the route.

“They were built originally with a view to much lighter locomotives and trains than those since traversing the Road. They were also built of materials, the best to be had at the time, but not offering the choice in quality which is now open, and put into the work with but little seasoning. Decay consequently soon commenced, while the increasing weight and frequency of the trains imposed a duty which required increasing instead of diminishing ability to perform. The result has been, that although some of the viaducts have suffered much more than others, yet that an entire reconstruction of the whole has been considered expedient, rather than resort to a less thorough renovation, which would have been less safe, and in the end more expensive. In this no pains and expense have been spared to render them capable of performing the severest duty that can ever be required of them, and entire success has been the result. All the new work has stood the test of its strength completely; and the most difficult and extensive structure of the whole, the wide arch at Harper's Ferry, has now borne the trade of the Road under the most trying circumstances for two years, without exhibiting the smallest weakness in any of its parts. A very important part of the improvements applied to the new structures, consists in covering them from the weather, and providing for the seasoning of the timber more perfectly than before; and this protection, it is believed, is now so effectual, as to secure them against all the usual causes of decay, and to render them as durable as if built of stone or iron. The agent of destruction remaining to be guarded against is fire, and this danger can only be averted by a vigilant watch, the employment of which will always be indispensable, but the expenses of which will not increase with the expense of the Road, and will thus be a diminishing tax upon it.

“Before leaving this subject it is right to state that the experience of all other Roads of heavy trade in the United States, is, in regard to their wooden bridges, the same. They were built too slightly in the first place, and have required to be reconstructed or strengthened in such a way as to amount to reconstruction; and I may add that all the experience of those companies, as well as that of this, has gone to demonstrate the soundness of the principles upon which the Baltimore and Ohio Rail Road are built.”

It may be remarked that no water crossings of great magnitude are likely to occur on the central line through New Brunswick. The gigantic and necessarily hazardous structures

structures which cannot be avoided on the circuitous line, would, under any circumstances, be objectionable; but long bridges immediately on the tideway of the Gulf of Saint Lawrence do not appear to give to this line the superlative quality insisted upon in the Report, that "passing at the greatest possible distance from the United States, it possesses in the highest degree the advantage to be derived from that circumstance, of security from attack in case of hostilities."

(Signed)

J. WILKINSON.

(No. 2.)

No. 2.

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to Earl Grey.

Government House, Fredericton, January 6, 1849.

(Received January 23, 1849.)

MY LORD,—On the 2d of January I received from His Excellency the Governor General, a Letter on the subject of the proposed Railway between Halifax and Quebec, together with copies of a memorandum from the Inspector General of Accounts in Canada, and of a Minute of the Executive Council of that Province on the same subject.

Unfortunately the heavy drifts of snow in the Province have prevented the full meeting of my Executive Council, which ought to have taken place on Wednesday, 3d instant. Mr. Chandler left home for the purpose of coming up, but was obliged to return; from Mr. Hill, I have not heard. This morning, however, Mr. Hazen arrived with some difficulty from Saint John, and a quorum of the Council has thus assembled.

I have laid before the Council, without delay, the documents relating to the proposed Rail Road, and I have now the honor to enclose a copy of a Minute which has been this day unanimously adopted by the Council. The meeting of the Council is not, as I have observed, a full one, but I have no reason to suppose, that this fact has made any difference in the views expressed by its members, or that the resolution now forwarded would be disapproved of by those who are absent.

With these views, I should add, that I myself, most entirely concur.

I have, &c.

(Signed)

EDMUND HEAD.

The Right Hon. Earl Grey, &c. &c. &c.

Enclosure in No. 2.

IN COUNCIL, January 6, 1849.

PRESENT:

His Excellency the Lieutenant Governor,	
The Hon. R. L. Hazen,	The Hon. L. A. Wilmot,
“ J. R. Partelow,	“ W. B. Kinnear.
“ C. Fisher,	

The Lieutenant Governor laid before the Board the following papers:—

1. Despatch of Earl Grey, dated November 17th, 1848, relating to the proposed Railway from Halifax to Quebec.
2. Printed Report of the Commissioners with reference to the aforesaid Railway.
3. Letter and enclosure from His Excellency the Lieutenant Governor of Nova Scotia.
4. A letter from the Governor General, dated 23d December, 1848, and enclosing memorandum from the Inspector General of Accounts for the Province of Canada, together with a copy of a Minute of the Executive Council of that Province thereon.

The Council having considered these documents with great attention and satisfaction, fully concur with the opinion expressed by Major Robinson in his very able Report, that while the projected Railway will be of great advantage to Provincial interests, it is, at the same time, a work of imperative necessity, in a national point of view, for the preservation and integrity of this portion of Her Majesty's dominions.

Participating in this conviction, the Board anxiously desire to co-operate with the adjoining Colonies in any practicable scheme for the completion of so important an undertaking.

Were

Were the available resources of the Province equal to our desires for the permanency of our connexion with the empire and the stability of British institutions on this continent, we would at once take upon ourselves our proportion of this great work, asking aid from no quarter; but as we, in common with our Canadian brethren, are now suffering from the recent changes in the commercial policy of the Imperial Government, we are left without the means of doing as we would.

Concurring in the views of the Inspector General of Canada as to the continuance of the present protective duties on Colonial Timber, we readily agree with him in the proposition of an increase of duty from 1s. to 7s. 6d. per load, as a security to the British Government for any advances they may make for the completion of the Railway.

Believing that but one opinion prevails in this Province as to the great national importance of the project, the Council do not anticipate that any objection will be made to the additional impost on our Timber, if such increase will be taken by the Imperial Government in security for the necessary advances.

Confident in the anxiety of the Provincial Assembly to do all in their power to forward this great undertaking, the Council believe that they will cheerfully afford facilities co-extensive with those proposed by Canada in securing to the Imperial Government the ungranted lands within ten miles on each side of the line, and in obtaining, at an expense however great, all the private property required for the line and for the necessary stations within the Province.

No question of greater importance to British Colonial interests could be presented for the consideration of the Government. Upon it hangs the destiny of these Provinces as portions of the Empire; in its favourable termination we view the only guarantee of Colonial unity and British supremacy in British North America; and so deeply rooted do we believe to be the attachment of this Colony to British institutions, that we are of opinion no opposition will be offered in our Legislature to the proposition of the Canadian Government, however its adoption might bear upon what has hitherto been the principal staple of the Province.

The Council concur in the views of the Inspector General as to the impracticability of carrying out Major Robinson's scheme of the Imperial and Provincial partnership, and deem it far more desirable that it should be under the control and sole management of one directory, and that the Imperial Government.

The trunk line, as recommended by Major Robinson, may be the best which can be discovered, but if a more central one can be found between Shediac and the Saint Lawrence, it would be more generally advantageous to the Provincial public, and we entertain every confidence that Her Majesty's Government will take care to adopt such line as will be best suited for all purposes National and Provincial.

Extract from the Minutes.

R. FULTON.

(No. 13.)

No. 3.

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to Earl Grey.

Government House, Fredericton, February 2, 1849.

(Received February 20, 1849.)

MY LORD,—I have the honor to transmit, for Your Lordship's information, the enclosed copy of the Resolutions passed at a meeting held at Dorchester, in the County of Westmorland, on the subject of the Halifax and Quebec Rail Road.

I have, &c.

(Signed)

EDMUND HEAD.

The Right Honorable Earl Gray, &c. &c. &c.

Enclosure 1 in No. 3.

*Mount Whatley, Westmorland, (near Amherst),
January 19, 1849.*

SIR,—In pursuance of the directions of the meeting of the freeholders and inhabitants of this County yesterday, held at Dorchester, I beg leave to transmit you a copy of

of the Resolutions passed at such meeting, on the subject of the proposed Halifax and Quebec Railway, and I have to request the favour of your laying them before His Excellency the Lieutenant Governor.

I have, &c.

(Signed) WILLIAM HENRY BUCKERFIELD,
Secretary to the Meeting.

The Hon. John R. Partelow, &c. &c. &c.

Enclosure 2 in No. 3.

At a Meeting of the Freeholders and Inhabitants of the County of Westmorland, held at the Court House in Dorchester, on the 18th day of January, 1849.

The Hon. William Crane was called to the Chair.

Mr. W. H. Buckerfield was appointed Secretary to the Meeting.

The following Resolutions were proposed by the Hon. A. E. Botsford, seconded by the Hon. Edward B. Chandler, and carried unanimously:—

1st. Resolved unanimously, as the opinion of this meeting, That the subject of the proposed Rail Road between Halifax and Quebec, is one of paramount importance to the British North American Provinces, that the future destiny of these valuable possessions depends upon the early construction of this grand national work, and that it is a duty equally imperative upon Her Majesty's Government, the Colonial Legislatures, and upon every individual claiming the privilege of a British subject, to afford every aid and assistance to the promoting this truly patriotic undertaking, upon the success of which unquestionably depends the future relations and prosperity as well of the Mother Country as of these her Colonies.

2d. Resolved unanimously, as the opinion of this meeting, (deeply impressed with the vital importance of the subject), that the Legislature of this Province should at the approaching Session pledge the faith of the Province for the payment of such proportion of the interest of the capital required to construct the Rail Road as may be deemed fair and reasonable, having regard to the relative position and capabilities of this Province, as compared with those of our Sister Colonies of Canada and Nova Scotia, and should also empower the Executive of this Province to make free grants of a breadth of way, and at least one half of all Crown Lands over which the Rail Road may pass, or which may be in the vicinity thereof.

3d. Resolved unanimously, That next to and intimately blended with the profitable operation of the great Trunk Line, stands the contemplated Branch Railway from Saint John to Shediac, connecting as it will the commercial emporia of the three Provinces, Quebec, Saint John, and Halifax, and securing, as it undoubtedly will, the general line of communication by steam for travellers to and from Europe and America, as well to Canada as to the United States, through this Province; that consequently this branch, in the opinion of this meeting, demands the warmest encouragement and support of the Legislature and people of this Province.

4th. Resolved unanimously, That this meeting will afford every facility and aid in promoting these great public works; and as a substantial evidence of the sincerity of its opinions, we will individually pledge ourselves to make a free grant of whatever cultivated lands may be required for a breadth of way over which the said Rail Road may pass, belonging to us respectively, as also a free grant of any wilderness lands that may be required for a similar purpose, together with one half of the quantity of such wilderness lands so belonging to us, in addition to such part as may be required for a width of way.

5th. Resolved unanimously, That a written agreement be immediately prepared, embodying the above views, and be submitted for signature.

6th. Resolved unanimously, That the Hon. Edward B. Chandler and Mr. W. H. Buckerfield be a committee to prepare a draft of such agreement.

7th. Resolved unanimously, That it is the opinion of this meeting that judging from the effects already produced by Railway communications in other countries, the most beneficial results may be expected to arise from this undertaking to the agricultural and commercial interests of the Province, and that it may through its main line and
its

its probable connexions be the means of attracting the large and unceasing emigration from Europe, as well as the traffic between that Continent and the greater part of North America, more especially from Canada and the Western States of the Union, to the ports of this and the adjoining Province.

8th. Resolved unanimously, That copies of the foregoing Resolutions be transmitted to the Provincial Secretaries of the several Provinces, for the information of the respective Governments.

(Signed) WILLIAM CRANE, *Chairman.*

The Chairman having left the chair, Mr. John Robb was called thereto, when it was resolved unanimously, on the motion of Robert D. Gilbert, Esq., seconded by the Hon. Edward B. Chandler, that the thanks of this meeting be given to the Hon. William Crane for his able conduct in the chair, and for the valuable information he has kindly afforded to the meeting.

Despatch from Sir John Harvey, Lieutenant Governor of Nova Scotia.

(No. 63.)

No. 1.

Copy of a Despatch from Lieutenant Governor Sir John Harvey to Earl Grey.

Government House, Halifax, December 8, 1848.

(Received December 22, 1848.)

MY LORD,—I have the honor to acknowledge Your Lordship's Despatch of the 17th November, (No. 131,) which, with the Report of Major Robinson, will be submitted to the Legislature early in the Session.

Your Lordship may rely on the members of my Government giving to the subject thus presented, the favourable consideration which is due to a project so vast and involving, as it necessarily does, so many national and inter-colonial interests.

I have, &c.

(Signed)

J. HARVEY.

To the Right Honorable Earl Grey, &c. &c. &c.

SAINT JOHN AND SHEDIAC.

Preliminary Report on the proposed Line of Railway between the City of Saint John and the Harbour of Shediac.

Fredericton, 3rd March, 1849.

SIR,—Since the close of the Exploration and Survey of the proposed Line of Railway between Saint John and Shediac, the construction of the plans and sections in a manner to be practically available for definitely laying out the work, has been proceeding with all diligence, with a view to complete the same during the present Session of the Legislature. But the extent of labour involved renders doubtful the possibility of accomplishing this object.

In the meantime it is less difficult to supply for the information of His Excellency the Lieutenant Governor, such general description of the character and merits of the line as may be necessary to satisfy the immediate interest of the Legislature and the Public.

Section 1. Commencing at the head of the Mill Pond in the City of Saint John, the first portion of the line, for a distance of upwards of 4 miles, presents no material obstacle. At Lawler's Lake, near the fifth mile, the route is crossed by a barrier of solid limestone of upwards of a mile in width. This may be surmounted by a rise eastward of 30 feet per mile for about 1½ miles, and a fall of 20 feet per mile for about 2 miles. To attain these gradients a mean depth of 12 to 15 feet of rock cutting for

a mile in extent will be necessary. The maximum depth will be about 35 feet for 7 or 8 chains only.

§ 2. From hence following the shore of Kennebecasis Bay, the chief obstacles are Davidson's, Henderson's, Harris', and Forrester's Coves, until we reach the head of the last, at a distance of 15½ miles from Saint John. The intersection of these in a favourable manner will require due consideration. The cost of this portion of the line must necessarily exceed the average expense of the remainder; but the result will be the attainment of gradients varying very slightly from a level. It was supposed that a shorter, less expensive, and sufficiently favourable route might be found through Lakefield, by the valley of Salmon Creek. But the result of a careful exploration and section proved that the summit could not be overcome by a less favourable maximum gradient than 136 feet per mile, descending into the valley of Hammond River. It is exceedingly doubtful that any other descent into the valley of this River would prove more favourable.

§ 3. From the head of Forrester's Cove the line will intersect Hammond River nearly a mile below the present Bridge, and continue by a straight line through the Marsh until it touches the south shore of Darling's Lake. Following the latter by easy curves, and nearly on a level, until it intersects Groom's Cove, it proceeds thence with slight deviation from a direct course, to the head of Acicack Marsh, near Hampton Ferry, and at 23 miles 24 chains from Saint John. From thence it continues by a direct and level line along the Marsh, intersecting the Kennebecasis at a favourable point a little below Mr. Wright's Farm; and thence with a slight change of direction to the northern end of the old Toll Bridge, at twenty miles from Saint John.

§ 4. From hence it was supposed that the line might avoid the immediate bed of the valley, by following a lateral valley running nearly parallel, and to the north westward of the Post Road. A comparative survey and section proved that there would be no saving in distance and most probably a heavier expense of construction, whilst the gradients, though very favourable, would be greatly inferior, involving for a mile and a half in distance a maximum of 25 feet per mile, against a nearly uniform level by the River route.

§ 5. Following the latter from the Toll Bridge, to the left of Norton Upper Church, by a direct line crossing Hay's and Barbarie's meadows and the River to the foot of the high ground on the left or southern bank, nearly opposite to the Roman Catholic Chapel, and thence following this bank by a course nearly straight, the line recrosses the River near the Finger Board, at a distance of 34 miles from Saint John.

§ 6. From hence the line will most favourably follow through the right or northerly bank of the River, varying from level to the maximum rise of seven feet per mile, until it approaches Studholm's Mill Stream at 42 miles 32 chains from Saint John. A little below this Stream it will again cross the main River, and thence keeping as close as possible to the left or southerly shore, it will recross the River twice within the distance of half a mile, a little below the situation of Fox Hill, and will continue thence nearly straight, gradually leaving the River widely to the left and rising at nearly the uniform rate of seven feet per mile, to the Race Course, on the property of A. C. Evan-son, Esquire, Sussex Vale, at the distance of 45 miles 61 chains from Saint John.

On reaching this situation, the traveller is scarcely conscious that he has yet not attained so high an elevation above the level of the sea as some parts of the City of Saint John.

The following is the relative height of this point in Sussex Vale:—

Above the highest Freshet level of Kennebecasis Bay,	....	....	51 feet.
“ High water, Spring Tides, at Saint John,	....	....	56 “
“ “ “ Bend of Petitcodiac,	....	....	53 “
“ “ “ Shediac, ....	....	....	76 “

§ 7. From hence, passing a slight rise and again descending by a fall of 12 feet per mile into the valley of Salmon River, (the principal branch of the Kennebecasis,) the course of the line will be nearly direct, with an uniform rise of seven feet per mile, to the mouth of Stone's Brook, distant 52 miles 28 chains from Saint John.

§ 8.

§ 8. From hence the choice of two routes is offered, of each of which a careful survey and section has been made. The first is by the valley of Stone's Brook to the immediate source of the Annagance. The second continues by the valley of the Salmon River to the "Portage," and thence, after twice intersecting the Post Road, descends and meets the former route at a lower point in the valley of the Annagance.

The distance by each route will be nearly the same; but by the first the summit is crossed by a maximum rise of 22 feet per mile, and the same rate of fall for a short distance into the valley of the Annagance.

By the second an equally favourable rise can be obtained only by a heavier proportion of cutting and embankment, and it will not be easy to obtain a more favourable descent into the valley of the Annagance than at the rate of 40 feet per mile.

As the intersection of this summit will determine the maximum gradient eastward, between the Bend of Petitcodiac and Saint John, the route by Stone's Brook is therefore obviously to be preferred.

By this route the summit is passed at a distance of 56 miles 13 chains from Saint John and at an elevation of 150 feet above high water.

§ 9. For a short distance, as already observed, the descent is thence at the rate of 22 feet per mile, and afterwards at the uniform rate of 5 feet per mile, to opposite Hayward's Mills, distant 63 miles 56 chains from Saint John. From thence by a nearly uniform descent of 6 feet per mile, the line passes Steves' Mill at 66 miles 62 chains, and Steves' Tavern at 69 miles from Saint John.

§ 10. After first touching the Petitcodiac River, the course of the line will require mature consideration, and will be governed by the result of the Survey of the River. It was a prevailing opinion amongst the more intelligent inhabitants, that the Table Land on the north side of the Petitcodiac would prove to be favourable. Its general appearance so far sustained this opinion that the fact could be determined only by actual examination.

The chief advantage of this route would be to avoid contact with the Petitcodiac River. A thorough exploration and section were therefore made, the general results of which are as follow.

From Steves' the section presents a series of ascending and descending inclinations, varying from 5 to 25 feet per mile to the Fredericton Road near Pitfield's, at the distance of 77 miles 21 chains from Saint John.

From thence the inclinations vary from 12 to 78 feet per mile, to Hall's Stream, at the distance of 90 miles 22 chains from Saint John; and from thence by inclinations varying from 4 feet to 53 feet per mile, to Milne's Point, Shediac Harbour, distant 105 miles 20 chains from Saint John.

These unfavourable gradients proved not only the necessity of a survey of the immediate valley of the Petitcodiac River, but also of a thorough re-exploration of the ground between the Bend and Shediac.

§ 11. Two other variations of route between the latter were therefore surveyed and levelled; and thus a comparison of three routes was obtained, each terminating near the mouth of Hall's Stream, at the Bend, and at Milne's Point at Shediac. The courses of these routes will be more easily understood by a glance at the Map than by much description.

The following is a brief summary of their respective merits:—

	Distance from Bend to Shediac.	Maximum Gradient	
		Eastward.	Westward.
1. Mill Stream and direct Route,	15 m. 30 c.	38 ft. per m.	53 ft. per m.
2. Babineau Marsh and Scadouck Route,....	16 miles.	86 "	30 "
3. Mill Stream and Scadouck Route,	16 m. 54 c.	23 "	30 "

It is probable that a fourth route by way of the valley of the Shediac River, with a still more favourable maximum gradient than the last, might be found, but only by materially increasing the distance, and with an unfavourable approach to the Harbour.

§ 12. It remains only to compare the merits of the immediate valley of the Petitcodiac, and of the Table Land northward, for the object of the Railway.

The

The latter route would present alternate rises and falls which at some points could be reduced to bare practicability, only by heavy cuttings embankments; whilst the only advantage proposed would be to avoid contact with the tortuous channel, tides, floating ice, and soft banks of the Petitcodiac.

It does not appear however that it is really necessary to come in contact with these in any manner involving material difficulty; whilst the working character of the line, when constructed, would be of unsurpassed excellence.

From Steves' to Pitfield's the mean inclination would scarcely be 7 feet per mile, and from thence the remaining distance to the Bend, about 14 miles, would be level.

The increase in the whole distance from Saint John to Shediac by this route will be about three miles, but with the advantage of touching the Harbour at the Bend, which is not approached within two miles by the direct route.

By adopting the immediate valley of the Petitcodiac we have therefore a line of Railway of 108 miles in extent; connecting three of the most important Harbours in the Province by a ruling gradient between level and 7 feet per mile, and two maximum gradients each of only 30 feet per mile. It is most probable that the latter, favourable as they are, may be still further reduced.

§ 13. It will be proper, for instance, that a thorough examination of the vicinity of Lawler's Lake and Portage Cove, near Saint John, should be made, in order to determine the practicability of preserving an uninterrupted level at that point within a warrantable limit of expense. It is scarcely doubtful that by a slight variation of the line and some increase of expense, the rise of 30 feet per mile from Shediac, might also be reduced to the same limit as that at Stone's Brook, say 22 feet per mile, which would then become the heaviest gradient of the line.

This rise is very little greater than what is termed the angle of repose; or that inclination upon which the friction of a Train of Carriages at rest is just sufficient to prevent their being set in motion by the force of gravity.

§ 14. A system of gradients so favourable, will place this Road in the first class of working lines.

It is true that advanced knowledge and experience have proved the practicability of ascending steeper inclinations than at an earlier period of Railway construction were deemed to be within the capacity of unassisted Locomotive Engines on smooth Rails, and that therefore, in a difficult country, the necessity of heavy cuttings and embankments is much diminished.

But the economical value of easy gradients is not consequently reduced, where natural facilities admit, as in this instance, of there being obtained at a moderate first cost; for, however adequate may be the mechanical skill necessary to meet the difficulty, the working expenses must be proportionally increased by the steepness of the inclinations to be overcome.

A few words in explanation of this fact may not be misapplied.

A difference of experimental results exists as to the force of traction necessary to set in motion a given load upon a level rail. They vary from seven to nine pounds per ton, giving a mean of about 8lbs or 1-280th part of the load. It is known, therefore, that 1 in 280, or 19 feet nearly per mile, is that degree of inclination which has just been explained as the angle of repose, and is the datum from which to compute the increase of force necessary to overcome any given increase of inclination.

Hence the power which would be sufficient to draw upon a level,	100 Tons
Would ascend an inclination of 19 feet with only	50
“ “ 38 “ “	33
“ “ 57 “ “	25
“ “ 76 “ “	20

It is yet doubtful whether the effects of this law can be conveniently mitigated by mechanical skill in the adaptation of Locomotive Engines.

It is therefore of importance to devote due pains to the discovery of that line of ground between the extreme points to be connected, which will afford the most favourable maximum gradient at the least warrantable expense.

This

This object will be more readily appreciated by a view of the working capacities of a few existing or projected lines in America, the maximum gradients of which are known, as compared with the same capacity of a line perfectly level.

		Max. Gradient in ft. ♡ mile.	Load equal to the tractive force of 300 pounds.
Western Rail Road, Massachusetts, ....	....	83	18 6-10ths Tons.
New York and Erie Rail Road, ....	....	68	21 8-10ths
Montreal and Portland, ....	....	50	27 5-10ths
Saint Andrews and Woodstock, ....	....	35	35 2-10ths
Saint John and Shediac, ....	....	22	46 3-10ths
A level Line, ....	....	0	100

To the above may be added that portion of the projected Trunk Line of Railway between Quebec and Halifax, which would intervene between Shediac and the latter Port. The most favourable maximum gradient by which the Cobeguid Hills can be crossed, according to the Report of Major Robinson, is 1 in 79 or 66 feet per mile. The same tractive force, therefore, which would transport 46 tons to Saint John, would convey only 22½ tons to Halifax.

If to this important advantage be added that of a saving of at least 42 miles in distance to the Port of Saint John, which is as open and accessible at all seasons of the year as Halifax, it may safely be inferred that the diversion of any portion of the trade which may fairly belong to this Province by the proposed route of the Trunk Line is exceedingly improbable. It may rather be anticipated with confidence that, in cases of emergency excepted, nearly the whole of the import and export business that may be created by any such connection with the Saint Lawrence, will incline to the open Harbours of the Bay of Fundy.

For these, besides the recommendation of much greater proximity to the Saint Lawrence, have the natural advantage of a high flow of tide, favourable to the prompt examination, repair and equipment of the larger class of vessels, and which is not possessed by Halifax.

§ 15. The curvature of the Saint John and Shediac Railway will on the whole be very favourable. In one or two instances only is it probable that curves of so limited a radius as 2000 feet will be necessary.

§ 16. With the exception of that at Lawler's Lake, the rock-cutting will be insignificant. The earth-work generally will be light, of a quality suitable for a firm road bed, and easy of execution at common slopes. That between the Bend and Shediac will probably be the heaviest in amount. The largest amount of bridging will fall between Saint John and Hampton Ferry, but with many facilities for its effective and economical construction. There will be no other expensive Bridges on the line. The number or extent of these structures cannot at present be stated.

§ 17. The foundation of more than one half of the line may be constructed by piling, a method which has been proved in the United States to be thoroughly effective in securing the all important quality of a Railway, stability of foundation, especially where the ground is liable to be periodically overflowed, and where the transportation of any other material proper for the road-bed would be too expensive as well as more liable to disturbance and injury. This method is not more remarkable for its efficiency than for the lightness of the cost as compared with other methods, and has many advantages. The chief objection to its employment is the perishable quality of the material. But if any effective and sufficiently economical preservative process could be applied, that objection would vanish.

§ 18. There is however an important difference between the durability of the wood available in this Province, and of that which has chiefly been employed in the United States. In the latter country a period of 10 or 12 years is counted upon as the utmost limit, during which to rely upon the soundness of White Oak piles; and in the Southern States, Pine is found to decay in half that time. The durability of the Larch of this Province appears to be much greater. Fence-posts of this material have been credibly pointed out as having fulfilled their office for upwards of forty years, and which yet remain to all appearance sound and efficient. Assuming however that the

ordinary duration of this wood, under the same circumstances, were only half that period, it is to be regretted that it should be destroyed or comparatively sacrificed as an article of export, whilst it is of so much importance to the internal economy of the Province.

§ 19. The present occasion does not permit of reference to the details of construction. It will be sufficient to say that local circumstances and facilities hold out the assurance that the Road may be completed within the limit of the average cost of similar works in the State of New York; to some of which it will have more resemblance than to those of New England.

From authentic Tabular Statements which have been published, the average cost of some of the principal lines of Railway in the States of New York and Massachusetts respectively, appears to be £5,649 currency per mile in the former, and £9,788 currency per mile in the latter, in each case for a single track.—(App. A. and B.)

The method of construction, and the conveniences to be provided, would require mature consideration. They ought to be as perfect as the circumstances and reasonable prospects of the line will warrant.

The daily accumulating knowledge and experience on the subject elsewhere, should be amply consulted, and above all, it is desirable that no expenditure should be commenced until the necessary means are secure for completing such divisions of the line as may be profitably opened with the least possible delay; nor until a system for the control and management of such expenditure shall be so devised and arranged as may best ensure efficiency and a true economy.

§ 20. The division of this line most obviously indicated as the portion which may first be constructed and opened with the surest prospect of an immediate return, is that connecting the Harbour of the Bend with the terminus at Shediac. By means of this work alone the Summer trade of the Gulf and River Saint Lawrence would be accessible from the Bay of Fundy, and the shipping of the Province would be relieved from much of its dependence on Foreign Ports, into which it must necessarily be admitted only on disadvantageous terms.

All that is required through the Atlantic Ports of the United States, must reach the lower Provinces encumbered with the tolls and charges of Canals and Railways of great length, whilst an uninterrupted navigation between the same sources of production and our own Ports, offers a much cheaper means of transit, which only awaits a moderate degree of enterprise to become fully available.

§ 21. The convenience and sufficiency of Shediac as an entrepot for the object in view is not questioned. It is within 60 hours communication by steam from Quebec. It nearly equally divides the great arch of coast which forms the western boundary of the Gulf of Saint Lawrence, extending from Cape North to Cape Gaspé, a distance of about 450 miles, embracing in that extent a soil of acknowledged excellence; and fisheries, the ultimate commercial value of which, to these Provinces, would perhaps be dearly exchanged for the more dazzling treasures of other coasts. The fertile Island of Prince Edward lies almost in view of the Harbour, and the coal mines of Pictou within a few hours sail. Indications of coal also every where surround this important locality; and from Saint John to Shediac, in addition to lumber and most descriptions of farm produce, limestone, freestone, gypsum, salt, and iron, in abundance, will eventually become tributary to the traffic of the line.

Independently of these considerations, the intrinsic importance of the Harbour of Shediac to shipping frequenting the Gulf, is thus stated by Captain Bayfield—

“Shediac Harbour is the easiest of access and egress on this part of the coast, being the only one which a vessel in distress can safely run for as a Harbour of Refuge. The space in which shipping may be moored, is from 12 to 17 feet at low water, is three quarters of a mile long and from 170 to 300 fathoms wide. The depth that can be carried in by a good Pilot is 14 feet at low water, and 18 feet at high water in ordinary Spring Tides; and the bottom of the channel is of mud, as is also the Harbour within. Although a slight swell may be felt in this Harbour at high water, in a north east gale, yet it is never sufficient to endanger in the slightest degree a vessel with good anchors and cables; even in the Bay outside the Bar, a vessel would ride safely in any gale not unusually strong for the Summer months.”

§ 22. The extent of navigation which would be saved by this communication between the Ports of Saint John and Quebec, would generally be from 500 to 600 nautical miles.

§ 23. It has been a cherished scheme almost coeval with the first settlement of the Province, to intersect the Isthmus separating the Bay of Fundy and the Gulf of Saint Lawrence, by a Canal. The absence of such an advantage has doubtless been very unfavourable to Inter-Colonial intercourse. But now that this enterprise remains in abeyance, it may be no cause of regret that the desired communication is not dependent upon a work of questionable expediency, as well as very doubtful practicability. Besides being more costly and liable to damage, a Canal sealed up for several months in the year, could not be equal in commercial value to a Railway.

§ 24. In touching upon the question of the probable cost of this Railway, it seems proper to remark, that in the cost of those to which reference has been made, an expenditure equal to about £2,000 currency per mile is included for the heavy iron Rail and its necessary appurtenances and fastenings. The Plate Rail now generally abandoned as insufficient, might probably cost half that sum. It is true that iron Rails could be procured by this Province from England at a lower rate than they can be obtained in the United States; but it is doubtful that the difference would exceed about £500 per mile in our favour, even at the present low rate of the material. By the adoption of an efficient iron Rail, a charge of about £1,500 currency per mile would therefore be necessary, amounting upon the whole line, for a single track only, to the large sum of £162,000, of which £24,000 would fall upon the Bend and Shediac Division.

Now if by any method of construction all the essential qualities of a good Railway can be obtained, without at least the immediate necessity of this heavy charge, it will be agreed that in the present circumstances of the Province, it is desirable that such method should be fairly tried.

The saving in the item of iron alone would go a great way towards constructing a branch extension of this Railway through the most populous and fertile part of the Province to Fredericton, within a distance of 55 miles.

If on the assumed dispensability of the iron Rail, we therefore deduct the sum of £1,000 from the average cost of Railways in the State of New York, (the light Plate Rail only until recently having been used on these Roads,) we have the probable sum of £4,650 as the extreme cost per mile. This, taking into consideration the difference in value of Timber in favour of this Province, may be regarded as a safe limit for present guidance. It is in fact, exclusive of the iron, equal to the cost of some of the best lines of Railway in Massachusetts, not perhaps more easy of construction than the greater part of that between Saint John and Shediac.

§ 25. Upon this basis the cost of the division between the Bend and Shediac, for the distance of 16½ miles nearly, would be £74,400.

The successful opening of this portion of the line would be a sure augury of the rapid construction of the remainder to Saint John. It is perhaps the shortest and most desirable experimental line that could be constructed in the Province, and holds out the best assurance of success.

§ 26. Upon this point we are not left altogether to conjecture. By direction of the Government, during the past Autumn, the travelling at six different stations in the Province, was registered during three months by persons appointed for that purpose. An abstract of the result in a tabular form is annexed, (App. C.) with a computation of the number of travellers at the same rate for a whole year.

The Autumn, however, is considered the least favourable season during which to form an estimate of the aggregate of the year, as the rural population are then more restricted to the business of their farms. At other periods the highways frequently exhibit long unbroken lines of vehicles, demonstrating by the numbers, circumstances, and travelling disposition of the people, that the period has arrived for the introduction of the rail.

Even under the unfavourable circumstances adverted to, the lowest number of passengers at any station exceeds the number conveyed over some of the existing Railways in the United States, according to late official Reports. A statement of a few of these

these is annexed, (App. D); but the number at the principal station, the Bend, exceeds the estimated number of at least one English Railway prior to its construction—the Great North of England. The estimated number for this line was 75,158. The number at the Bend, as derived from the registration, is 87,700.

Referring to other statistical statements (Notes a. and b. App. F,) we find the last number exceeds even the realised traffic on at least two English Railways, and that the traffic of one of these falls short of the common Road traffic at three of the registered stations in New Brunswick.

§ 27. But in almost every instance the immediate consequence of the opening of a Railway is a vast increase of the number of travellers, varying from 100 to even 1,400 per cent. The annexed tabular statements will illustrate this fact. (App. E and F.)

Assuming, therefore, on the evidence of experience wherever Railways have been established, that the increase of the ordinary travelling on the Saint John and Shediac line will not fall short of at least 100 per cent. over that already in existence, and omitting that portion of the travelling at the Bend which inclines towards Dorchester, as not forming a part of that which would belong to the division between the Bend and Shediac, we have $(21,925 - 5,946 \times 8) = 127,832$, as the lowest number of passengers which may be counted upon during the first year's operation of the Railway.

Estimating the gross revenue to be derived from these at 1½d each per mile, or 2s. for the fare through, the amount would be	....	£12,783	0	0
Add for freight of merchandise and goods of all kinds at the assumed equivalent of 200,000 barrels at 6d.,	....	5,000	0	0
Total gross revenue,	....	£17,783	0	0

If we take the working expenses of the line at the average of 38 per cent. of the gross receipts, according to experience in the State of New York, then—

From the gross revenue of	....	£17,783	0	0
Deducting 38 per cent.,	....	6,758	0	0
The net revenue will be	....	£11,025	0	0

Or 14 8-10ths per cent. net return upon the whole cost of £74,400 for the first year, and which, as in other instances, may be expected steadily to augment in succeeding years. But of this say three per cent. should, with a view to safe management, be carried to a reserve fund against depreciation and renewals, leaving a clear dividend of 11 8-10ths per cent.

If to the first cost be added £24,000 for the supply of Iron Rails sufficient for heavy traffic, then upon the total cost of £98,400, the net return would be only 11 2-10ths per cent., from which deducting a reserve of three per cent. as before, a clear dividend of 8 2-10ths per cent. would remain.

§ 28. It may not be deemed altogether a departure from the proper object of this Report if a suggestion be offered as to the financial means of carrying the project into effect.

It is submitted, with deference, that the property of a well designed and judiciously managed Railway is not inferior to the best security which forms the basis of the present circulating medium of the Country.

It is therefore suggested, that upon the engagement of an association, formed for the construction and management of the Railway, to invest in the work a *bona fide* expenditure of one fourth of the whole estimated cost; such association might with due security to the public, be endowed, under proper restraints, with the Banking privilege of issuing Notes, in payment of the remaining cost, in sums at no time exceeding the amount actually due and payable for work executed, and necessary charges and expenses incurred.

Such Notes would not less clearly be evidence of value than those which at present circulate as money. They would represent a property affording to every eye evidence of its capacity of redeeming and extinguishing such Notes within a limited period by either of two methods.

First—By setting apart annually from the gross revenue of the Railway, six per cent. upon the whole amount of such notes in circulation, for their progressive redemption and extinction within seventeen years.

Second—By receiving such notes in payment for shares in the stock of the Association, upon a footing of equality with the original shareholders.

It may be objected that such notes in the meantime could not be readily converted into specie or bills of exchange for mercantile purposes.

It may be answered that they would be at least as readily accepted as other notes in exchange for any of the staple products of the country required for exportation, and therefore would not be less conducive to internal industry and domestic advancement.

If the capital necessary to the construction of the work were borrowed from non-residents, it would most probably become the medium of an undue importation of merchandise tending to repress rather than to promote domestic industry.

The measure proposed would be to borrow the resident skill and labour of the country in the form of a reproductive investment under competent and responsible direction, and in a manner adapted to inspire the energies of the whole community with a healthy and permanent activity, more independent than heretofore upon external vicissitudes.

This measure would also leave wholly unencumbered the available resources of the Province, so far as it might be deemed expedient to apply the same to the construction of the Trunk Line of Railway between Quebec and Halifax.

Should the proposed financial experiment, under proper guards and checks, subject to which only it should be tried, fail of success, the inconvenience would be limited. But should it be successful, it is submitted, that the lesson would be an important one to the future advancement of the Province.

I have the honor to be, Sir, your most obedient servant,

J. WILKINSON.

To the Honorable John R. Partelow, Provincial Secretary.

(A)

Tubular Statement of the Length, Cost, Receipts, Expenses, and Net Income of the principal Rail Roads in the State of New York, for 1845.

(From Appendix to a Report by A. C. Morton, Esquire, Chief Engineer of the Saint Lawrence and Atlantic Rail Road, 1846.)

NAME OF ROAD.	Length, Miles.	Total Cost, Pounds.	Average cost per Mile, Pounds.	Receipts, Pounds.	Expenses, Pounds.	Net Revenue.	Per cent. per annum on cost.	Per cent. of Receipts for Expenses.	REMARKS.
Utica and Schenectady,	78	547,376	7,017	102,768	36,889	65,879	12	35.89	Single Track.
Utica and Syracuse,	53	279,218	5,268	50,596	18,750	31,846	11½	37.10	do.
Auburn and Syracuse,	26	192,068	7,387	24,950	11,081	13,869	7½	44.41	do.
Auburn and Rochester,	78	458,011	5,872	59,765	24,246	35,519	7½	40.56	do.
Tonawanda,	43½	187,763	4,316	29,167	9,251	19,916	10½	31.71	do.
Attica and Buffalo,	31½	85,500	2,736	17,574	7,743	9,831	11½	44.06	do.
Total,	309½	1,749,936	5,649	284,820	107,960	176,860	10	37.8	

All the above Roads, at the above date, were constructed with the Plate Rail, and were mostly single tracks. Aggregate length 309½ miles. Aggregate cost £1,749,936. Average cost £5,649 per mile. Total Net Revenue £176,860, equal to 10 per cent. (nearly) on the aggregate cost. Total expenses £107,960, equal to 37 8-10ths per cent. of the gross Receipts.

(B)

Tubular Statement of the Length, Cost, Receipts, Expenses and Net Income of the principal Rail Roads in the State of Massachusetts, for 1845.
(From Appendix to a Report by A. C. Morton, Esquire, Chief Engineer of the Saint Lawrence and Atlantic Rail Road, 1846.)

NAME OF ROAD.	Length, Miles.	Total Cost, Pounds.	Average cost per mile, Pounds.	Receipts, Pounds.	Expenses, Pounds.	Net Revenue.	Per cent. per annum on cost.	Per cent. of Receipts for Expenses.	REMARKS.
Boston and Lowell,	25.75	483,149	18,763	89,017	44,760	44,257	9 2-10	50.28	Double Track.
Do. Maine,	71.00	471,832	6,645	71,766	38,524	33,242	7	53.68	Single do.
Do. Providence,	41.17	491,169	11,930	87,657	38,200	49,457	10	43.57	Do. do.
Eastern,	56.00	554,631	9,904	87,537	29,210	58,327	10 1-2	33.36	Do. do.
Boston and Worcester,	44.50	725,000	16,292	121,432	62,432	59,432	8 1-5	51.23	Double do.
Western,	156.00	1,999,888	12,819	203,370	110,714	92,656	4 2-3	54.43	Single do.
Pitchburg,	49.33	369,369	7,487	50,999	19,583	31,416	8 1-2	38.39	Do. do.
Nashua and Lowell,	14.25	125,000	8,772	28,170	12,000	16,170	12 7-8	42.60	2d track in progress.
New Bedford & Taunton,	20.00	113,405	5,670	19,552	7,346	12,206	10 3-4	37.56	Single Track.
Total,	478.00	5,333,443	9,788	759,932	362,769	397,163	7 44-100	47.75	

Aggregate length of all these Roads is 478 miles. Total cost is £5,333,443. Average cost reduced to a single Track is £9,728 per mile. Total Net Revenue is £397,163, equal to 7 44-100 per cent. on the total cost. Total expenses £362,769, equal to 47 75-100 per cent. on the Gross Receipts. All the above Roads have the H rail, varying in weight from 55 to 63lbs. per yard.

(C)

Abstract of the Registration of the number of Passengers at six Stations in New Brunswick, during three months in 1848.

Station at	FROM	Towards.	In August.	In September.	In October.	TOTAL FOR		
						Three Months.	One Year.	
Spring Hill, Do.	Woodstock, Fredericton,		2441 2049	2179 1984	2327 2175	} 13,155	} 52,620	
Bend of Petitcodiac, Do. Do.	Shediac, Richibucto, Miramichi, Sussex Vale, Saint John, Fredericton, Dorchester, Sackville, Nova Scotia,		2213 3071 2091	2312 3017 2049	2707 2659 1806			} 21,925	} 87,700
Hammond River, Do.	Saint John, Westmorland,		1081 1023	875 858	1055 950	} 5,842	} 23,368	
Tantamar Bridge, Do.	Dorchester, Nova Scotia,		2758 2720	2608 2616	2363 2348			} 15,413	} 61,652
Lancaster, Do.	Saint Andrews, Saint John,		506 449	562 532	666 523	} 3,238	} 12,952	
Black River, (Northumberland,) Do.	Chatham, Miramichi, Richibucto,		988 662	961 638	873 654			} 4,776	} 19,104
			22,052	21,191	21,106	64,349	257,396	

(D)

Statement of several Railways in the United States having a realized Passenger Traffic below 80,000 persons per annum.

STATE.	Name of Railway.	Length in Miles.	Cost in Dollars.	Cost per Mile, Halifax Currency.	NUMBER OF PASSENGERS.		FARE PER MILE.		Dividends 1847.
					1846.	1847.	In Cents.	In Pence, Halifax Cur.	
Virginia,	Petersburg,	63	946,721	£3,757	...	31,553	4 76-100	2 86-100	6½ ¢ cent.
Ohio,	Little Miami,	84	1,325,959	3,946	54,265	78,342	2 3-8	1 42-100	8½ "
Ohio,	Mansfield & Sandusky,	56	808,560	3,610	9,783	20,737	2 67-100	1 6-10	...
North Carolina,	Wilmington & Raleigh,	167	1,800,000	2,695	32,383	38,393	4	2 4-10	...
Pennsylvania,	Harrisburg & Lancaster,	35½	860,000	6,037	...	57,786	4 1-10	2 46-100	...
New York,	Buffalo & Niagara Falls,	22	205,903	2,340	...	78,506	3 4-10	2 4-100	6½ "
New York,	Saratoga & Schenectady,	22	300,000	3,409	...	53,478	4	2 4-10	...
New York,	Schenectady & Troy,	20½	643,547	7,848	...	68,878	2 43-100	1 46-100	...
New York,	Rensselaer & Saratoga,	25	475,801	4,758	...	66,293	3 48-100	2 9-100	4½ "

(F.)

Statement of the realized as compared with the estimated Traffic on several English Railways. Derived from recently published Statistical Returns.

NAME.	Length in Miles.	ESTIMATED		REALISED IN 1845.		REALISED IN 1846.		REALISED IN 1847.	
		Passengers.	Goods in Tons.	Passengers.	Goods in Tons.	Passengers.	Goods in Tons.	Passengers.	Goods in Tons.
Great Western, and Bristol and Exeter, ...	231	821,145	209,563	1,993,088	209,563	2,757,193	300,000	2,876,222	371,326
Glasgow and Ayr,	18½	597,470	121,027	843,078	168,376	1,091,371	293,304	992,096	397,515
Lancaster and Preston,	20	106,957	....	135,344	26,099	162,012	25,585	106,475	22,054
Dundee and Arbroath,	16½	200,727	51,899	269,187	81,484	317,092	21,059	360,194	22,354
Sheffield and Manchester,	44½	335,444	84,050	1,168,448	32,000	1,604,227	135,000	1,569,707	218,740
London and South Eastern,	67	317,252	63,079	728,896	87,119	1,074,730	116,385	1,477,892	204,100
Total,	397½	2,378,995	529,618	....	....	....	....	....	....
Great North of England,	45	75,158	32,136	196,722	234,198	....	....	....	....
Total,	442½	2,454,153	561,754	5,334,763	838,839	7,006,625	891,333	7,382,586	1,236,089
Mean excess of realized traffic per cent., ...	....	....	....	117½	49½	197	68	210	133

(F)

INCREASE OF PASSENGERS BY THE ESTABLISHMENT OF RAILWAYS.

From Baron Charles Dupin's Report on the Paris and Orleans Railway.

" Experience has proved both in France and abroad, that in a short space of time the facility, expedition and economy afforded by Railways, more than doubles the number of passengers and the quantity of merchandize.

" In order to support such statements, we will quote the following facts relative to the Railways of Belgium, England and Scotland, in positions of extreme difference, and giving rise to a variation in the returns which far exceeded all anticipation.

Comparison of the number of travellers conveyed daily throughout the whole or a portion of the Line :—

RAILWAYS.	No. of Passengers before the establishment.	No. of Passengers after the establishment.
Manchester and Liverpool,	400	1,620
Stockton and Darlington,	130	630
Newcastle and Carlisle,	90	500
Arbroath and Forfar,	20	200
Brussels and Antwerp,	200	3,000

Increase of the number of Passengers by the establishment of a Railway.

Liverpool and Manchester,	300 per cent.
Stockton and Darlington,	380 "
Newcastle and Carlisle,	455 "
Arbroath and Forfar,	900 "
Brussels and Antwerp,	1,400 "

Thus even taken as a criterion the road on which the proportional is least of all, we still find that the number of passengers will increase not only 100, but 300 per cent. The transport of merchandize will experience a similarly rapid increase.

Progress in the conveyance by Railway of Merchandize compared to that of Passengers.

Year.	Passengers.	Tons.
1834	924,063	22,909
1836	1,248,552	161,501
1838	1,535,189	274,808

Thus while the number of passengers increased 60 per cent. in four years, in the same time the quantity of goods increased 1,100 per cent.

Extract of an official Report on English Railways made to the French Government by Edward Teisserence, its Agent, charged with the special duty of making a study of these Railways :—

" The Darlington Railway has produced by its low rates of passage and freight, a complete revolution in the region of country which it traverses. It has increased the value of land 100 or 200 per cent. By these low rates the freight estimated at 80,000 tons has increased to 640,000 tons. The passengers estimated at 4,000 have increased to 200,000."

The following extract on the influence of Railways in developing the resources of a Country, is taken from the second Report of the Irish Railway Commissioners :—

" On the Newcastle and Carlisle Road, prior to the Railway, the whole number of persons the public coaches were licenced to carry in a week was 343, or both ways, 686. Now the average daily number of passengers by Railway for the whole length, viz. 61 8-10 miles, is 228, or 1,596 per week."

(Note a.—This would be a realized passenger traffic of 82,992 for the year; or nearly less by 5,000 than the common road traffic at the Bend of Petlicodiac.)

" The

“ The number of passengers on the Dundee and Newtyle line exceeds at this time 50,000 annually ; the estimated number of persons who performed the same journey previous to the opening of the Railway having been 4,000.”

(*Note b.*—The realized traffic upon this Railway falls short of the existing common road travelling at three of the registered stations in New Brunswick.)

“ Previous to the opening of the Railway between Liverpool and Manchester, there were about 400 passengers per day, or 146,000 per year, travelling between these places by coaches ; whereas the present number by Railway alone exceeds 500,000.

“ In foreign countries the results arising from the same cause are equally if not more striking. The number of persons who usually passed between Brussels and Antwerp was 75,000 in the year ; but since the Rail Road has been opened from the former place to Malines, it has increased to 500,000 ; and since it was carried all through to Antwerp, the number has exceeded a million. The opening of a branch from Malines to Termonde appears to have added 200,000 to the latter number ; so that the passenger traffic of that Rail Road superseding a road traffic of only 75,000 persons, now amounts to 1,200,000.

“ It is remarkable that on this, as on most other Rail Roads, the greatest number of passengers consists of those who travel short distances, being as two to one compared with those who go the whole distance. This appears from a statement read by Mr. Loch, before the Statistical Society at Manchester, shewing that between April 30 and August 15, 1836, 122,417 persons travelled the whole distance, and 244,834 short distances, chiefly to and from Malines.”

Audit Office, 2d January, 1849.

Report No. 2, supplementary to No. 51, 1848, upon Mr. John Wilkinson's Account of Expenses paid and incurred in the survey of a proposed Line of Railway between Saint John and Shediac.

This is Mr. Wilkinson's Account for expenses of the Railway Exploratory Survey, between April 26 and November 25, 1848, viz :—

His personal services, 725-30 month, at £38 per month, equal to 29s. 3d. a day,	£297 13 4		
Wages of Assistant Surveyor, Chainmen and Labourers from £4 to £15 per month, (one, supposed the Cook, at £2 10s.) See Report 51, 1848,	474 11 5		
		£772	4 9
Provisions and Board,		162	3 10
Freight, passages and transport,		66	6 11
Instruments, repairs and cases for do., Campequipage, Tents, Axes, &c.,		99	6 2
Stationery, Postage, printing Blanks,		16	10 9
		£1,116	12 5
Total,			
He has been paid the amount of the Grant made by the 3d Section of the 11th Victoria, chapter 47,		1,000	0 0
		£116	12 5
Balance due Mr. W., per Account,			

The Account is correctly made up, and supported by receipted Sub-Accounts, Pay Lists, &c., for all the items of expenditure, excepting petty expenses to the amount of £25 10 3, for which no receipts are furnished. The Account is not sworn to ; it is accompanied by an Inventory of Camp equipment remaining on hand, which Mr. Wilkinson recommends should be placed in the hands of some proper person, to be held for future public service.

F. P. ROBINSON.

LIGHT HOUSES.

Report from Commissioners for Light Houses in the Bay of Fundy for 1848.

To His Excellency Sir Edmund Walker Head, Baronet, Lieutenant Governor and Commander in Chief of the Province of New Brunswick.

MAY IT PLEASE YOUR EXCELLENCY,

We, the subscribers, 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 support of the different Light Stations in the Bay of Fundy, belonging to New Brunswick, under our charge, for the year ending 31st December, 1848, also for the amount paid in aid for the support of the Light Houses at Cape Sable, Seal Islands and Brier Island, and towards the erection of a Light House at Apple River, in Nova Scotia, have been forwarded to the Honorable John R. Partelow, Provincial Secretary, in order to their being submitted to the Audit Office. The following is an abstract of the same, viz:—

Keepers' Salary at nine Stations, ....	....	£1,002	0	0
Ordinary contingencies, supply of Oil, &c., ....	....	1,733	16	11
Extra expenditure, repairs, &c., &c., ....	....	801	18	11
Cape Sable, Seal Islands, and Brier Island Light Stations, Nova Scotia,	237	16	11	
Towards the erection of a Light House at Apple River, in Nova Scotia,	300	0	0	
Total expenditure, ....	....	£4,075	12	9
Received from Treasury amount of Warrant on the				
Light House Fund, ....	....	£3,893	9	4
Balance in the hands of Commissioners, 31st Dec. 1847,	77	19	1	
		3,971	8	5
Balance due Commissioners, 31st December, 1848,		£104	4	4

The expenditure for the past year has necessarily been large. The ordinary contingencies exceed those of 1847, in consequence of our having furnished part of the supply of Oil in Sperm instead of Seal, at an increased cost, and also an increased quantity in consequence of the more rapid consumption of the Sperm, but we have furnished a better light, which is all important.

The extraordinary contingencies have been expended at Partridge Island Station, in furnishing a new Lamp Fountain and Reservoir, Burners with caps and new glass chimnies, an addition to the Keepers' House, Painting the Light House, and other work, amounting to £90 6 8.

At Point Lepreaux Station, a new Chimney in the Keeper's House, Painting the Light House, and other work, cost £30 12 3.

At Gannet Rock Station, new Lamps, Burners, &c., the same as at Partridge Island, repairing the Railway, and other work, amounting to £58 18 5.

At the Station Cape Enrage, a new Chimney in the house, a landing with stairs and skids for getting up stores, &c., on the eastern side of the Cape, and other work, cost £93 14 10.

At the Quaco Station, raising the Light House about twenty feet in height, enlarging the base addition to the Keeper's House, a larger Light Room or Lantern, and other work, amounting to £528 6 9.

This last Station is now in a good and efficient state, and without accident by fire or water will require but little for many years. The Lamps and Reflectors are much worn, and will require a new set as soon as it can be done conveniently.

We would here respectfully take occasion to recommend the necessity of keeping the Light House Fund specially for the Light House service, as from the perishable materials of which the Light Houses are composed, Wood, that they will require repairing and renewing from time to time, as was the case of the Light House at the Quaco Station the past season, and it would be found very unpopular to increase the tax at present existing on Shipping for the raising the Light House Fund.

The Stations have all been visited, viz: Cape Enragé, Quaco, (twice,) Point Lepreaux, Partridge Island, Beacon, by the Commissioners here; Head Harbour, and Machias Seal Islands, by the Commissioners from Saint Andrews; Gannet Rock was reported on by Mr. Carmichael, who went in the Cutter to carry the Keeper and some stores to the Station, in October;—all in a good and efficient state.

The contemplated enlargement of the Lanterns at Machias Seal Islands, before reported on, have not yet been completed; this, with new Lamps and Reflectors for Cape Enragé and Quaco, and some further repairs on Cape Enragé Light House, will be done next season if possible.

The amount required for the contingencies of 1849, we estimate at £1750—the amount for Salaries as before £1002—and usual grant for Cape Sable, Seal Islands, and Brier Island Light Stations in Nova Scotia.

The different Keepers of the several Stations are all discharging their duties in an efficient manner and to the satisfaction of the Commissioners.

The Commissioners of Light Houses in Nova Scotia drew on us for the amount (£300) appropriated by this Province towards the erection of a Light House at Apple River, in Nova Scotia, of which Your Excellency was advised; and in accordance with your commands, the same has been paid. The account of the cost of the said Light House has not yet been received from the Commissioners in Nova Scotia, as promised by them.

Mr. Miller, one of the Commissioners, who was at Apple River Station at the time of first lighting it, states in a letter to Mr. Woodward, under date of the 7th December, from Halifax, “that it was lighted on the night of his arrival at the Station, and that “upwards of twenty sail of Brigantines and Schooners took shelter during a heavy gale that night; much satisfaction was expressed by the crews of the different vessels on “the occasion.” There can be no doubt of the utility of the Light, but in our opinion it would be found on investigation that a very large proportion of the vessels alluded to by Mr. Miller, belonged to Nova Scotia; and while this Province has done so much towards lighting the Bay of Fundy at the sole cost of the shipping of this Port, and others resorting to it, Nova Scotia has called upon our funds to contribute to most of the Stations built by that Province, without having assisted at any time towards the erecting or maintaining of any of the Light Houses under our control, and by which their numerous vessels navigating the Bay are benefited equally with our own.

Our attention has been long directed to the obtaining, if possible, some efficient mode of giving notice to vessels approaching the Light Stations of their proximity to danger in foggy weather, by alarms of bells and guns, but as yet, without succeeding to our satisfaction in accomplishing it. We have at Partridge Island Station a Bell of large size struck by a hammer worked by clock machinery, which is attended to by the artilleryman in charge of the fortification at that place; also a metal Gong imported from England two years since; neither of which are as efficient as we could wish, not producing sound to be heard as far off as is desirable. The importance of such an alarm is greater in dark and foggy weather, than even a light in weather when it can be seen, to vessels approaching the shore. Our anxiety on this head may be easily imagined, and that no effort has been spared on our part to accomplish so desirable an object. For encouragement to ingenious persons to devise some method by which the bell could be made more efficacious, we have promised support to such persons as would furnish something better than we have hitherto attained. One of our Board (Mr. John Ward,) has long been of opinion that more powerful sound could be produced by swinging the bell by machinery, thus allowing the tongue or clapper to strike, instead of striking on the stationary bell by a hammer as at present, if it could be effected.

effected. In consequence of this suggestion, Mr. Daniel Jones, Junior, an ingenious Blacksmith, has undertaken to furnish machinery to produce this effect, and intends trying the experiment with the bell now at the Partridge Island Station; he has nearly completed his machinery, and if he should be successful, it will we hope be a great advantage. To shew Mr. Jones' confidence in his ingenuity, he has agreed to try the experiment at his own cost, but if unsuccessful we do not think he ought to be allowed to lose all his expense and time, as it is being exerted in a good undertaking.

Mr. Thomas Robson, of Sackville, in the County of Westmorland, submitted to us a very ingenious model of machinery to word a Fog Bell by wind, several years since; and another, an improvement on the former one, last July, both to be moved by the wind. Although very ingenious, and much credit is due to Mr. Robson, yet we did not feel justified in accepting or adopting either of the models, as the mode of working by wind would be uncertain. The last model he offered to apply to the Bell at Partridge Island for four hundred pounds.

We furnished guns and powder last July, to the Point Lepreaux Station, with directions to answer by a gun, the bells or steam whistles of the Steamers plying on the Bay; this, the Masters of the Steamboats have reported to us, was of great advantage to them. Being informed of the directions we had given to the Keeper at Point Lepreaux Station, they, on taking their departure from Saint John, for instance in foggy weather, ran their distance according to time, judging themselves near the Station, rang their bell or sounded their whistle, were invariably answered by the gun, by which they were enabled to run on with confidence, having obtained a new departure. The same guns, &c., and directions were furnished to the Partridge Island and Quaco Stations.

At the instance of the Honorable Admiral (then Captain) Owen, two years since, the alarm gun at the Machias Seal Islands Station, was directed to be fired periodically, the hours given, every two hours; this has also been found very beneficial, as the Masters of several vessels have reported that they have been warned of their proximity to danger by it. Pilot boats and coasting vessels, knowing the hours when the gun would be fired, listen for it, when they suppose themselves in the neighbourhood, and are often certified of their position by it in thick foggy weather.

All of which is respectfully submitted.

(Signed)

JOHN WARD,
ROBERT W. CROOKSHANK,
CHARLES HARE,
I. WOODWARD,

Saint John, Jan. 15, 1849.

Commissioners of Light Houses Bay of Fundy.

NOTE.—See Auditor General's Report on Accounts, Journal, page 275.

ESCUMINAC LIGHT HOUSE.

Report of Commissioners of Lights in the Gulf of Saint Lawrence for 1848.

The Commissioners herewith submit their Account of Expenditure for the past year for the necessary supplies and contingencies required for the maintenance of Escuminac Light House, amounting to £79 10 11, and shewing a balance due the Commissioners of £78 9 10.

There is a supply of Oil sufficient to maintain the Light till Midsummer. The Light continues to give satisfaction, and every thing connected with the Establishment is in good order.

There is nothing wanted for the current year beyond the ordinary supplies; and as an error was made in the engrossing the Grant for contingencies last year, nothing was drawn from the Treasury.

The Commissioners recommend that £100 be granted to discharge the balance due, and provide for the contingencies of the current year.

Miramichi, Jan. 1, 1849.

JOSEPH CUNARD, }
GEORGE KERR, } *Commissioners.*

NOTE.—See Auditor General's Report on Accounts, Journal, page 276.

BREAKWATER AT QUACO.

Report from Commissioners to examine as to Site for Breakwater at West Quacco Head.

Saint John, New Brunswick, 18th September, 1848.

MAY IT PLEASE YOUR EXCELLENCY,

The Subscribers having been appointed Commissioners "to examine and report "as to the practicability of forming a Breakwater at West Quacco Head," under date of the 18th August last, pursuant to an Address of the Assembly of the 27th March, praying "that one or more fit and competent person or persons as Commissioner or Commissioners may be appointed to examine as to a Site for a Breakwater at West Head Harbour, with a view to ascertain the practicability of the erection thereof, and the advantages which would result therefrom, and report the probable expense of such erection, with Plans and such other information as may be deemed necessary, agreeably to the recommendation of the Committee of Trade, "for the information of the Legislature at its next Session,"—

We now have the honor to Report to Your Excellency, that under the aforesaid appointment, and in accordance with the Address on the subject, we proceeded to Quaco on the 13th instant, taking with us Mr. John Cunningham, Civil Engineer, for the purpose of Surveying the Ground and preparing Plans and estimates necessary to convey the information sought to be obtained. We arrived at the Settlement at 3 P. M. on that day, and immediately repaired to the Site of the contemplated Breakwater, (the tide being out) in company with several of the inhabitants, Petitioners for the object, whose opinions and ideas on the subject we wished to have. Those were freely given; the attending to which, examining the locality, and sounding the depth of water, occupied us until night. On the morning of the 14th, at day light, the tide being out, we proceeded again to the ground for the purpose of commencing a Survey necessary to prepare a Plan, to accomplish which we had to visit the Light House Station, to obtain the bearings of various points and objects; starting from thence we measured the ground to that part of Quaco Bay contemplated as the Site of the Breakwater; being confined to the time of the tide being out, we only succeeded in getting the various measurements and soundings necessary on the evening of that day; the 15th being a stormy day, violent wind and rain, we were storm stayed, and on the 16th instant we returned to Saint John. We herewith annex a Plan of the Bay and Breakwater; also an estimate of the probable expense, averaging over five pounds per foot.

As to the "practicability of the erection," there exists no difficulty. A Wharf or Breakwater can be built at as economical a rate as at any other point, and every facility for procuring ballast, there being an abundant supply of stone on the beach in the immediate vicinity.

As to the "advantages to be derived" from such a Breakwater, if erected, they would be very great, when we reflect that there is not a Low Water Harbour between Saint John and the head of the Bay of Fundy, on the North Shore. With an easterly wind, the importance of such a place of refuge, under such circumstances, must be apparent. Quaco Bay being a good place of shelter, with the wind from the southward and westward, it frequently occurs that twenty or thirty vessels take refuge there when bound down the Bay, at one tide; and no doubt such would be the case with vessels bound up the Bay, if shelter could be had, with the wind from the eastward. At present, vessels bound up the Bay, meeting with an easterly gale, are obliged to run back as far as Saint John for a Harbour, or else remain out and be exposed

exposed to the danger in the Fall of the year or Winter of weathering it. Amongst the vessels that take advantage of Quaco Harbour, when it offers shelter, a large proportion of them belong to Nova Scotia, and it would appear only reasonable, that in the event of any expenditure being made for a purpose that would benefit the vessels belonging to Nova Scotia navigating the Bay of Fundy, (of which we believe there is a larger number than belong to New Brunswick) that Nova Scotia should contribute a proportion of the expense.

The size of the Breakwater on the Plan is three thousand feet, but any length of it can be made as a commencement; and in our opinion, if three hundred feet could be built, it would do much as a shelter for a limited number of vessels, and test the practicability and usefulness of such an erection. In this opinion we are confirmed by the Petitioners and others, resident at Quaco.

All which is respectfully submitted by Your Excellency's obedient servants,

I. WOODWARD,
THOMAS REED,
THOMAS M. SMITH,
Commissioners.

To His Excellency Sir Edmund W. Head, Baronet, Lieutenant Governor,
Province of New Brunswick, &c. &c. &c.

Estimated cost of one hundred feet of the Quaco Breakwater, agreeably to the Plans furnished by me.

100 Tons of Birch Timber, average 13 inches, @ 10s.	....	....	£50	0	0
450 Tons of Pine Timber, average 14 inches, @ 8s.	....	....	180	0	0
300 Tons of small Timber for flooring, @ 6s.	....	....	90	0	0
50 Tons of Pine Timber for Parapet, @ 10s.	....	....	25	0	0
400 Tons of Ballast, @ 5s.	....	....	100	0	0
3 Tons of Iron Bolts, @ £15,	....	....	45	0	0
Labour,	....	....	50	0	0
Or in round numbers say £5 per foot,	....	....	£540	0	0

JOHN CUNNINGHAM, *Architect.*

Saint John, October 16, 1848.

LITTLE FALLS AT MADAWASKA.

Report on the feasibility and conditions of constructing Locks to pass the Little Falls on the River Madawaska.

By John Grant, Esquire, Civil Engineer.

To His Excellency Sir Edmund W. Head, Bart., Lieutenant Governor, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

In compliance with your orders, I have the honor respectfully to submit the following Report on the feasibility and conditions of constructing Locks to pass the Little Falls on the River Madawaska, as well as of the improvements required to render the River navigable into the Tamiscuata Lake.

The importance, or I should rather say the absolute necessity, of opening up a route into the Canadas, so as to afford the Provinces the mutual benefits of commercial intercourse and support, is every day becoming more apparent, and among other advantages, would facilitate the transit of the Mails, which could then be conveyed from Halifax to Quebec in very much less time than through the United States; and an agreeable route to an immense number of American, Canadian, and other travellers, who during the Summer months are most desirous of visiting or passing through this Province. Efficient aid would also be held out to Settlers; and the improvement of the whole country, as well as numerous other benefits to its inhabitants generally, but especially to those of the upper section of the Province, would follow as a matter of course.

As the various advantages resulting from this project have already been frequently exhibited, and I should think long ere this rendered perfectly manifest to the people of New Brunswick, I trust that nothing further is at present required than to awaken public attention to this subject.

To all those who may have visited that part of the country, I beg leave to appeal, whether, although struck with an evidently rapid improvement, they could at the same time avoid wondering that a work of so little difficulty, and of such decided importance, is not already accomplished; and can only reasonably account for its neglect by the circumstance of the Provincial Boundaries remaining undetermined. Of this question, there is now, I trust, a prospect of an early settlement, when it is sincerely to be hoped that prompt attention will be given, and active operations set on foot by the Governments of both Provinces, for its accomplishment.

The completion of the work in question would effect, with the exception of the half mile portage at the Grand Falls, a complete steam navigation from the City of Saint John to the Head of Lake Tamiscuata, within eighteen miles of Trois Pistoles on the Saint Lawrence; the last mentioned distance being, I am credibly informed, over a very level country, suitable for either a Railway, common Road, or Canal.

It is worthy of remark, that with the exception of the route to Halifax, New Brunswick, although possessing internally the best Roads in any of the Provinces, should remain so completely isolated from all her neighbours.

On my arrival at the Little Falls, I first made a careful reconnoitre of the ground in the neighbourhood, as well as the River Saint John both above and below the Madawaska River; from a little below and upwards I found a sufficient depth of water, but nearly opposite the mouth of the Madawaska the channel of the Saint John sets over towards the American side until it passes the island, when it again approaches the British shore.

At

At a distance somewhat exceeding a mile below the Little Falls, you cross the ancient channel of the Madawaska River, through which during the freshet it still, I understand, discharges a small portion of its waters. The appearance of this channel at first suggested it as a favourable line for a Canal and Locks, to effect the object in question; but on a subsequent and more minute examination, I discovered that its length, the very rugged and broken state of the ground, the extent and dimensions of the requisite dams to raise and retain the water levels, and lastly, the very shallow and unfavourable state of the River Saint John near the point you must necessarily enter it at, left nothing in its favour on the score of economy; there only remaining for consideration, and in favour of its adoption, that an extensive water power for mill purposes could at the same time be created; and in the event of war, from not having to pass through the channel near the American shore, it would be less assailable. In connection with this scheme, the formation of the necessary channel in the River Saint John would involve a considerable rock excavation.

Previous to ascertaining the required sections of the ground, I proceeded to examine the River Madawaska as far as its source.

About a mile above the Little Falls Bridge there is a short rapid marked (*a*) on the map, where during a dry season there may probably be not more than two feet of water, while immediately beyond there is perhaps from six to ten feet. Nearly half a mile further, at the point marked (*b*), there are some five or six masses of rock of tolerable size to be removed, after passing which, for a distance of fifteen miles up, there is to all appearance a beautiful navigation, with a depth of water varying from five to ten feet, and sometimes more, the River continuing throughout from 250 to 300 feet wide. Seven and a half miles below the Degelée, at the point marked (*c*), there is a small bar having nearly three feet of water on its shallowest place. Two and a half miles from the Degelée there is another small bar marked (*d*), with a channel on either side, which bar may be very easily removed; from thence to the Degelée there is from six to fifteen feet of water, and in many places perhaps thirty feet; after which, until you arrive at the outlet of Lake Tamiscuata, the River appears to be of great depth. The width is here I should think about 500 feet, and for about a quarter of a mile approaching to and entering the Lake, the water at the driest time of the year does not, I am told, exceed eighteen inches, and is almost quite still; the bottom composed of a mixture of sand and alluvial soil, but of sufficient firmness to allow of an excellent channel being formed and at a very moderate expense.

If in this examination anything has escaped my notice, it must be of small importance; and I have every reason to think that a very trifling sum, say £250 or £300, will, exclusive of the lockage at the Falls, render the Madawaska perfectly available for any navigation that is likely to be required for some time to come, leaving for future consideration that of a more enlarged or extensive traffic.

The Madawaska is so admirably adapted for a system of progressive improvement, that whenever it becomes expedient, it is quite capable of being rendered navigable for any steamer that can be floated on the River Saint John above the Grand Falls. With the exception of some short rapids, I do not think the average fall can exceed eight inches in the mile, and the mean velocity scarcely six inches in a second.

There is little or no floating ice in the Spring, nor do sudden changes in the volume of its waters at any time take place. In all mountain streams where the water collected within their catchment basins is at once discharged into their beds, very sudden and uncertain floods are frequent, whereas in those Rivers which have large Lakes at their source, like the Madawaska, and traverse a level country, the floods are always slow and of moderate extent, owing to the accumulated water being diffused over a very large surface in the Lake, and consequently creating but a slight change of level in its depth, while at the same time it permits the water to be leisurely withdrawn by the stream. This characteristic of course renders it particularly well adapted for navigation. The valley of the Madawaska, in which there are as yet but a very few French settlers of an indifferent description, is about one mile wide from side to side, perfectly flat across for that distance, and composed of a deep rich clay soil, which, if under a high state of cultivation, would present a magnificent scene. The surrounding high lands, although steep, appear to be equally fertile.

On returning from the examination of the River, I made the necessary surveys to ascertain the sections of the ground for lockage at the Falls. The difference of water level from the bend of the River above the Bridge at the point (a) on the plan to that of the Saint John at (c), I found to be 11·07 feet.

It is my intention to present, for Your Excellency's consideration, three several projects successively, with remarks, illustrative plans and sections, and an estimate of the cost of each.

The first of these is exhibited on Sheet (A). In the execution of this project I should, in order to produce comparatively still water near the mouth of the Canal, raise the water level from 11·07 feet to 12 feet, by extending a keep or rolling dam across the River (d), above which, on the eastern side, a weir and cut into the old channel (d, e) for the purpose of draining off all surplus water above the required level; this work, in relieving the Canal during the freshets, will be found an invaluable adjunct. I should next conduct the water level at (a) as far as (b) by a Canal forty feet wide at its bottom, with side slopes of 1½ to 1, and having five feet draft of water; crossing the Road at (b) a swing Bridge would be required, immediately beyond, and in connection with which, I should construct a double Lock with two lifts of six feet each, thereby reaching the water level of the River Saint John, into which I should continue the Canal by a cut sufficiently deep, and in other respects of the dimensions already stated.

The dimensions of the Lock chambers would be 120 feet by 38 feet, and draft of water 5 feet, which will I think be making adequate provision for a steamer of the largest size for which this route can otherwise be made available. Owing to the narrowness of the intervening space between the high bank at (b) and the River, the bank will have to be very much pared down on one side, and the work extended partially into the River at the other by timber wharfing and ballast, as shewn on the plan and sections, to which, for any further information, I beg leave to refer.

As it is not at present required to enter into a detailed exposition of the modes of executing the proposed works, I shall proceed to estimate their cost, omitting minute detail.

ESTIMATE No. 1.—SCHEME A.

Excavating 111,375 cubic yards of clay, at 7d.,	....	....	....	£3,248	8	9
Do. 896 cubic yards of rock, at 2s.,	....	....	....	89	12	0
Do. 5,845 cubic yards of clay for Waste Weir, at 7d.,	....	....	....	170	9	7
Masonry—890 cubic yards of ashler, at 10s. 6d.,	....	....	....	467	5	0
Do. 1,360 cubic yards of rubble, at 4s. 6d.,	....	....	....	306	0	0
Making and hanging 3 pair of Lock Gates,	....	....	....	189	0	0
Carpenter's work,	....	....	....	192	0	0
6 Lock Gate and 6 Lock Chamber valves, with working gear complete,	....	....	....	102	0	0
Iron work,	....	....	....	105	0	0
740 cubic yards of stone for facing, at 2s.,	....	....	....	74	0	0
1,200 cubic yards of stone for rubble, at 6d.,	....	....	....	30	0	0
18 Tons of Larch Timber, at 20s.,	....	....	....	18	0	0
2,000 cubic feet, equal to 74 tons square Timber, at 15s.,	....	....	....	55	10	0
13,160 superficial feet of two inch plank, at £7 per M.,	....	....	....	92	2	5
Constructing Keep Dam,	....	....	....	200	0	0
Constructing Swing Bridge, iron work included,	....	....	....	350	0	0
				£5,689	7	9
15 per cent. for superintendence and contingencies,	....	....	....	853	8	2
				£6,542	15	11
Total for Lockage,	....	....	....	300	0	0
Improvements of the Madawaska River,	....	....	....
Total,	....	....	....	£6,842	15	11

ESTIMATE No. 2, for B SCHEME.			
56,331 cubic yards of clay excavated, at 7d.,	....	....	£1,642 19 9
Remainder of work same as in Estimate No. 1, Scheme A, amounting to,	....	....	2,440 19 0
			£4,083 18 9
15 per cent. for superintendence, &c.,	....	....	612 11 9½
			£4,696 10 6½
Total for Lockage,	....	....	300 0 0
Improvements of the Madawaska River,	....	....	300 0 0
			£4,996 10 0½
			£4,996 10 0½

ESTIMATE No. 3.—SCHEME C.

Executed in Timber.

Excavating 6,163 cubic yards of rock, at 2s.,	....	....	£616 6 0
Do. 917 cubic yards of clay, at 7d.,	....	....	26 14 11
3 pair of Lock Gates,	....	....	189 0 0
6 Lock Gate and 6 Chamber Valves, with working gear complete,	....	....	102 0 0
Carpenter's work,	....	....	364 0 0
Iron work,	....	....	140 0 0
4,240 cubic feet, or 106 tons square Timber, at 15s.,	....	....	79 10 0
18 tons of Larch Timber, at 20s.,	....	....	18 0 0
30,240 superficial feet of two inch plank, at £7 per M.,	....	....	211 15 0
Deepening channel of River below the Falls,	....	....	111 2 0
Excavating Waste Weir,	....	....	170 1 3
Constructing Keep Dam,	....	....	350 0 0
Constructing Swing Bridge, iron work included,	....	....	350 0 0
			£2,728 9 2
15 per cent. for superintendence, &c.,	....	....	409 5 4½
			£3,137 14 6½
Total for Lockage,	....	....	300 0 0
Add—For improvements of Madawaska River,	....	....	300 0 0
			£3,437 14 6½
			£3,437 14 6½

ESTIMATE No. 4.—SCHEME C.

Executed in Masonry.

Excavating 7,213 cubic yards of rock, at 2s.,	....	....	£721 6 0
Do. 1,220 cubic yards of clay, at 7d.,	....	....	35 11 8
3 pair of Lock Gates,	....	....	189 0 0
6 Lock Gate and 6 Lock Chamber valves, with working gear complete,	....	....	102 0 0
890 cubic yards of ashler, at 10s. 6d.,	....	....	467 5 0
650 cubic yards of rubble, at 4s. 6d.,	....	....	146 5 0
Carpenter's work,	....	....	120 0 0
Iron work,	....	....	105 0 0
50 tons of square Timber, at 15s.,	....	....	37 10 0
18 tons of Larch Timber, at 20s.,	....	....	18 0 0
9,000 superficial feet of two inch plank, at £7 per M.,	....	....	63 0 0
1,050 cubic yards of stone for facing, at 2s.,	....	....	105 0 0
			£2,109 17 8
<i>Carried forward,</i>	....	....	£2,109 17 8
			†

	<i>Brought forward,</i>	....	....	....	....	£2,109	17	8
780 cubic yards of stone for rubble, at 6d.,		....	....	....	....	19	10	0
Deepening channel of River below the Falls,		....	....	....	....	111	2	0
Constructing Keep Dam,		....	....	....	....	350	0	0
Do. Swing Bridge, including iron work,		....	....	....	....	350	0	0
Excavating Waste Weir,		....	....	....	....	170	1	3
						£3,110	10	11
15 per cent. for superintendence, &c.,		....	....	....	....	466	11	9
	Total for Lockage,	....	....	....	....	£3,577	2	8
	Improvements on the Madawaska River,	....	....	....	....	300	0	0
	Total,	....	....	....	....	£3,877	2	8

The stone for the ashler work can, I am informed, be procured from an excellent bed of limestone near the banks of Lake Tamiscuata, from whence it can I have no doubt be brought down at the price stated in the foregoing Estimate. The rock found on the spot will I think answer sufficiently well for the rubble work.

Whilst employed on the survey of the foregoing work, I had the honor to receive the Surveyor General's instructions to lay out the Government Reserve contiguous to the site of the foregoing works, into a Town Plot, which service I subsequently performed, and have made the required Returns.

In the hope that the several duties with which it has pleased Your Excellency to intrust me, may have been discharged to your entire satisfaction,

I have the honor to be, Sir,
Your Excellency's most obedient humble servant,

JOHN GRANT, C. E.

Fredericton, October 26, 1848.

HARBOUR OF SAINT JOHN.

Report on the effects of Sawdust, &c., on the Harbour of Saint John.

To the Honorable John R. Partelow, Provincial Secretary, &c.

SIR,—We have the honor to acknowledge the receipt of your communication of the 16th September last, intimating to us, that it having been represented to the Lieutenant Governor in Council, that the Sawdust going into the Harbour from the numerous Saw Mills at and in the vicinity of Saint John, is greatly injuring that Harbour, you were commanded by His Excellency to request that we would cause inquiries to be made on this important subject, from such persons in this quarter as we might conceive would be enabled to give the best information, and that we should report the result of such inquiries for the information of His Excellency, suggesting at the same time such remedy as we might think most proper to avert the evils complained of, should they be found to exist.

In compliance with the request contained in your communication, we now beg leave to submit the following Report for the information of His Excellency.

That the evils complained of do exist to a very great extent, and that they are of constant recurrence, we are prepared unhesitatingly to aver, not only from our own personal knowledge, but also from the concurrent testimony of many most respectable and disinterested inhabitants of this City, from whom we have sought and obtained information on the subject.

That the tendency of those evils, if long permitted to continue, is to produce a most serious injury (if not a future destruction,) to the Harbour of Saint John, and therefore to the prosperity of this Port and City, is, in our opinion, too obvious to require demonstration; and must be made manifest to every impartial inquirer, upon a perusal of the documentary evidence which we have received and appended to this Report.

In discharge of the duty devolved upon us by your official communication, we have, at different periods, visited and carefully inspected the various Saw Mills in and about Saint John. These are thirteen in number, of which eight are situated below, and five above, and in the immediate vicinity of the Falls, most of them being in full operation. The result of our personal examination is, that we found the practice of allowing the Sawdust to escape into the River and Harbour of Saint John, to be generally prevalent at those establishments. Not only, indeed, is it allowed indirectly to find its way into the water; but at almost every one of those Mills, it is directly thrown into the River and Harbour, and that in such quantities that it is impossible for the whole of it to float on the surface till carried away by the tide, but a large proportion necessarily sinks to the bottom, and is daily rendering the slips and floats around the shores more and more shallow, and also, most probably, proportionately filling up the main Harbour itself.

In further prosecution of the inquiry entrusted to us, we addressed a Circular Letter (of which a copy, marked No. 1, is hereunto annexed,) to a number of respectable and intelligent inhabitants of Saint John, whose avocations and pursuits, local knowledge and experience, peculiarly qualified them, in our opinion, to afford useful information on this important subject. Copies of the replies which we received from a number of those individuals, are appended to this Report, respectively marked Nos. 2, 3, 4, 5, 6, 7, and 8.

The concurrent testimony thus collected, combined with the result of our own personal examination, unequivocally establish, in our opinion, the facts, that the evils alluded to in your communication of the 16th September, do exist to a very great extent, and that those evils are of so alarming a nature as imperatively to require prompt and energetic measures for their entire prevention.

With

With reference to suggesting a remedy in this matter, we beg to observe, that in our opinion, as well as in the opinion of many intelligent persons with whom we have conversed on the subject, the only effectual cure for the evil will be a stringent Legislative enactment, compelling the consumption or removal of all refuse matter from Saw Mills, in such a manner that no portion thereof shall under any circumstances find its way into the River or Harbour of Saint John; and imposing such penalties for violations of the law, and so facilitating the proof of such violations, as shall effectually deter all persons from risking the commission of such offences.

At the same time we would observe, that laws of a highly penal and preventive nature, (as such an enactment must necessarily be,) are seldom enforced with regularity, consistency and impartiality, unless their operation be watched over by some person or persons, whose duty and interest it is to maintain their full effect. We would therefore respectfully suggest, that any such Legislative enactment for the prevention of the evils in question should provide for the appointment of a Commissioner or Commissioners, or other suitable officer or officers, expressly authorized and required rigidly to enforce the operation of the law in every respect; whose services should be remunerated, either partially by a small salary and partially by a participation in the penalties imposed on offending parties, or by such other means as may be deemed most advisable.

We would add also, that since drawing up the foregoing Report, we have received a communication, of which a copy marked "No. 9," is hereunto annexed.

We have the honor to be,
Your most obedient servants,

THOS. LEAVITT,
N. S. DEMILL.

Saint John, January 25, 1849.

No. 1.

(CIRCULAR.)

Saint John, N. B., January 3, 1849.

SIR,—We beg leave to annex a copy of a communication received from the Honorable Provincial Secretary, by command of the Lieutenant Governor, on the subject of a representation having been made to His Excellency in Council, that the Sawdust going into the Harbour from the Mills at and in the vicinity of this place is greatly injuring the Harbour.

We will thank you to communicate to us at your earliest convenience any information in your power, together with your opinion upon this important matter, and any suggestion as to a remedy for preventing the evil complained of.

We have the honor to be,
Your most obedient servants,

THOS. LEAVITT,
N. S. DEMILL.

Secretary's Office, Fredericton, September 16, 1848.

GENTLEMEN,—It having been represented to the Lieutenant Governor in Council, that the Sawdust going into the Harbour from the numerous Mills at and in the vicinity of Saint John, is greatly injuring that Harbour, I am commanded by His Excellency to request that you will cause inquiries to be made on this important subject, from such persons in that quarter as you may conceive will be enabled to give the best information, and that you will please report the result of such inquiries for the information of His Excellency, suggesting at the same time such remedy as you think most proper to avert the evils complained of, should they be found to exist.

I have the honor to be, Gentlemen,
Your most obedient servant,

J. R. PARTELOW.

No. 2.

(From John Sandall, Esquire, Fisherman and Merchant, and formerly an Alderman of Saint John.)

Saint John, N. B., 4th January, 1849.

GENTLEMEN,—In reply to your Circular of the 3d instant, relative to the injury done the Harbour by the Sawdust going into it from the several Mills in the City and its vicinity, beg leave to state, from my own knowledge, that the Sawdust is to be seen in large quantities by any person that will take the trouble to view it, from the Breakwater to Black Point, at the eastern side of the Harbour, and Negro Point, at the western side; and in Carleton Bay, where I am in the practice of erecting Wears in the Spring of the year, I find the Sawdust mixed with the sand to a great depth; and I believe if a person should sound any where within the Harbour, where it is muddy bottom, he will bring up on the lead a large proportion of Sawdust; and in fact, whenever I lift one of my fishing anchors within the Harbour, there is a large quantity of Sawdust with the mud on it, evidently shewing that the Sawdust falls to the bottom of the River, and which in a short time must destroy the anchorage within the Harbour. You will perceive that I make no mention of the upper part of the Harbour in the immediate vicinity of the Mills, as I think the injury done is evident to any person that is in the habit of taking the smallest notice.

Gentlemen, I remain your obedient servant,

(Signed)

JOHN SANDALL.

Messrs. Thomas Leavitt and N. S. Demill, Esquires.

No. 3.

(From Mr. Thomas Reed, Harbour Master of Saint John.)

Saint John, 5th January, 1849.

GENTLEMEN,—In reply to your Circular of the 3d instant, concerning the Sawdust going in this Harbour, I have to state, that in consequence of so many Steam Mills being in this vicinity, that an incredible quantity of Slabs and Sawdust is thrown in the Harbour, to the very great injury of the same; and it is to be found in all parts of the Harbour, and will ruin the anchorage, and make the water shoaler. I have found it on ships' anchors; and any person of any observation must notice it. Complaints have been frequently made to me as Harbour Master, but I could do nothing under the present law. Last year a vessel let go her anchor in a sunken raft of Slabs, a gale came on, and she drifted ashore, and done some damage. I am well acquainted with this Harbour, having been the Senior Branch Pilot for many years. It is lamentable to see the Harbour being ruined in the manner it is. A stop should be put to it. I should suggest, that the Slabs and Sawdust should be burned, and on no account be thrown into the Harbour, for the injury is incurable.

I have the honor to be,

Gentlemen, your most obedient,

(Signed)

THOMAS REED, *Harbour Master.*

Messrs. Thomas Leavitt, N. S. Demill, Esquire.

No. 4.

(From William Olive, Esquire, Ship Builder, and J. P.)

Carleton, N. B., January 3, 1849.

GENTLEMEN,—I acknowledge the receipt of your Circular, with annexed copy of a Communication from his Honor the Provincial Secretary, on the subject of Sawdust going into the Harbour from the Mills at and in the vicinity of Saint John.

I am of an opinion that the bed or main channel of the River and Harbour will not be injured by so light a substance as Sawdust; but I do perceive that the eddies and the still waters in the Harbour is fast filling up with Sawdust, and other rubbish, that is thrown into the River and Harbour Saint John.

I am also of an opinion that nothing but Legislative enactments, and rigidly enforced, will have the effect of stopping the evil complained of.

I have the honor to be your most obedient servant,

(Signed)

WM. OLIVE.

To Thomas Leavitt and N. S. Demill, Esqrs., Saint John, N. B.

No. 5.

(From Mr. John Murray, Branch Pilot.)

Saint John, 9th January, 1849.

GENTLEMEN,—In reply to your Circular of the 3d instant, I beg to say, that I have given much attention of late years to the constantly increasing injury which the Harbour of Saint John is sustaining from the quantities of Sawdust which finds its way therein from the Saw Mills in the Harbour and in the River Saint John, in the vicinity. In addition to the great masses of Sawdust now in the channel of the Harbour, large quantities of edgings have also become imbedded therein, and are actually destroying the Harbour Anchorage. An experience of twenty years as Branch Pilot of this Port, makes me quite familiar with the condition of the Harbour during that period; the constant outpouring of Sawdust, edging, and rubbish from the Saw Mills in and near the Harbour, has materially injured the anchorage, and has been for late years filling the Harbour to an alarming extent; and I feel it not too much to predict, that should the evil continue unchecked for ten years longer, the Harbour of Saint John must be almost wholly choked up; to such an extent has the Sawdust accumulated, that it is carried by the force of the tide around into Courtenay Bay; our ships are also becoming much injured by the constant washing up of Sawdust. The remedy for this serious evil is obvious, viz. to provide a preventive for the future, and by a continual use of the Dredging Machine for some time to come, to remove as far as possible the existing cause of complaint. Mill-Owners in and near this Port on the River Saint John, should be met with stringent enactments of the Legislature, and prevented from following up a course so destructive to the navigation of the River and Port of Saint John, and by which also our valuable fishing privileges are rapidly disappearing. I am satisfied that the remedy so much to be desired, can only be obtained by a rigid enforcement of stringent Legislative enactments expressly on this matter.

I remain Gentlemen, your obedient servant,

(Signed)

JOHN MURRAY,

Branch Pilot, St. John.

Messrs. Thos. Leavitt and N. S. Demill.

No. 6.

(From Thomas Coram, Esquire, Lumber Merchant, and formerly for several years an Alderman of Saint John.)

Carleton, Saint John, N. B., January 9, 1849.

GENTLEMEN,—I have received your Circular of the 3rd instant, requiring information, together with my opinion on the important matter regarding the injury that may be done by the constant practice of Sawdust going into the Harbour from the numerous Mills at and in the vicinity of the City. From my actual experience, there is cut annually in the Harbour of Saint John and in the vicinity, upwards of fifty million superficial feet of one inch of Lumber, from which it produces upwards of nine million superficial feet of one inch of Sawdust, equal to twelve Ship loads, 800 tons each. From the time Sawdust is first thrown in the water, it is constantly sinking, until the whole disappear, even in the current, but the principal part works in the eddies, and from thence in the bed of the Harbour, and in consequence of the large eddies and projection of wharfs, nine-tenths of the Sawdust deposits on the shore and in the bed of the Harbour, and eventually will destroy the anchorage altogether if continued. At the ends of the wharfs, and on the flats, from high water mark to the bed of the Harbour, hundreds of tons is deposited of Sawdust, Bark, Slabs, &c., and on the north shore

in

in the Harbour, some places Sawdust is to the depth of five feet, and constantly working in the current and settling in the Harbour. Mr. Ring in excavating his Slip to lay blocks down, in November last, on Sand Point, below Carleton Mills, at the depth of from four to five feet, obtained Sawdust with mud.

The question whether Sawdust is injuring the Harbour, appears to me that there cannot be but one opinion with any disinterested person; it is not only destroying the Anchorage but the Fishing in the Harbour beyond any calculation.

Gentlemen, as to remedy for preventing the evil, the first I presume a law, and second a person appointed to look after the same, and put the law in force. There is a law at present to prevent them from throwing Slabs and Bark in the Harbour, but they violate the same every day.

I remain yours truly,

(Signed)

THOS. CORAM.

No. 7.

(From Samuel Strange, Esquire, Fisherman and J. P.)

Carleton, Saint John, January 13, 1849.

GENTLEMEN,—I received your Circular of the 3rd instant, requiring information, together with my opinion, on the important matter regarding the injury of the great quantity of Sawdust which is going into the water of the Harbour and vicinity, from the great number of Mills which is employed in sawing Lumber; my opinion there is much damage by this complained of, which proves for itself, and should this practice be continued to allow the Sawdust, Slabs and Bark going into the water every day, will be the means of destroying the greatest privileges our Province enjoy, the Fishery in particular. Shad fish being opened, the maw has been found full of Sawdust which will not digest. The constant evil of this Bark, Slabs and Sawdust sinking to the bottom, much remain in the eddies, which very much interfere with the safety of vessels anchoring in the Harbour. If no remedy is used to prevent these injuries the Harbour will be filling up, and the water in many places will become shoal, which in time will be the means of destroying these valuable privileges which by nature have been provided. Now is the time, and not neglected by those in authority, who have power to prevent the loss of these valuable privileges, which cannot be too safely kept secured, for when once gone can never be restored.

I should recommend some person to look after the law, and have the same put in force.

I have the honor to be your most obedient,

(Signed)

SAMUEL STRANGE.

Thomas Leavitt and Nathan S. Demill, Esquires.

No. 8.

(From Mr. Thomas M. Smith, a Port Warden of Saint John.)

Saint John, N. B., 22d January, 1849.

GENTLEMEN,—I received your Circular of the 3d instant, requesting my opinion respecting the supposed injury this Harbour is receiving from Sawdust finding its way into the same, from the several Mills at and in the vicinity thereof; and in reply thereto, I can say, from my own personal knowledge, that I am convinced that this Harbour in many places, (particularly in Portland and on the Carleton side,) is fast filling up by the constant and immense quantities of Sawdust going into it; and if allowed to continue, I have no doubt will in a short time render the anchorage for vessels very unsafe, and decrease the depth of water in many places where good anchorage was formerly to be found.

As to a remedy for the evil complained of, I am not sufficiently acquainted with Saw Mills to suggest a remedy that would be the least injurious to Mill Owners.

I have the honor to be,

Gentlemen, yours respectfully,

(Signed)

THOMAS M. SMITH.

To Thomas Leavitt and Nathan S. Demill, Esquires.

No. 9.

Carleton, Saint John, January 23, 1849.

To Thomas Leavitt and N. S. Demill, Esquires.

GENTLEMEN,—Although the object of your Circular, a copy of which was placed in my hands, was to ascertain information respecting the injury the Sawdust from some of the Steam Mills in the vicinity, is to the slips, flats, shores, and other grounds adjacent to the said Mills, and while I fully admit that throwing the Saw-dust in large quantities over the wharves on which the said Mills are built, at all times of tide, will have the effect of lessening the depth of water in the slips and other grounds near the said Mills to a certain extent, where there is no current to take it away, yet I would wish to direct your attention to a few particulars in connexion with the Sand Point Mills, which should render them an exception to the concern.

1st. The Mills are never worked only when the tide is low, and the current running strongly out of the Harbour.

2d. The Sawdust is allowed to fall gradually as it comes from the saws into the current, which propels the machinery, thus the dust in the place of being thrown into the River in large bodies, is carried away on the surface of the water without the least injury to the anchorage of this Harbour.

Hoping that you will from these considerations bear the situation of the Carleton Mills in remembrance at the framing of your Report to His Excellency,

I remain yours truly,

(Signed)

WILLIAM BUCHANAN.



POLICE FORCE, PORTLAND.

Report from Commissioners of Police Force in Portland, with statement, furnished in pursuance of Act.

Agreeably to the 51st section of the Act of 11 Vic., cap. 12, intituled "An Act for establishing and maintaining a Police Force in the Parish of Portland, in the City and County of Saint John," we, the undersigned, Commissioners of Police, appointed and qualified as provided in and by the 49th section of the said Act, state for the information of His Excellency the Lieutenant Governor and the Legislature,—

That the Police Force in the Parish of Portland was organized on the 5th April, 1848, agreeably to the provisions of the hereinbefore in part recited Act; the salary of the Police Magistrate fixed at one hundred pounds currency per annum; the wages of the Captain of the Police at seven shillings and six pence per diem, for which, in addition to his other duties, he collects the taxes assessed for maintaining the Police Force; and the wages of the Police Constables at five pounds currency per month. A proper Lock-up House was at the same time established in part of the building wherein the Police Magistrate has established his office; thus giving to the Act hereinbefore in part recited, full operation.

We have great satisfaction in stating, that the intention and anticipations of establishing a Police Force in Portland were immediately realized; Her Majesty's subjects have ever since, at all times of night and by day, passed through all parts of the Parish without any fear of violence or interruption, and property is protected from depredators.

The Police Magistrate, Jacob Allan, Esquire, has performed his duty to our satisfaction; the disorderly have been punished by fine or imprisonment, and the people now begin to comprehend that they must submit to the laws. We also bear willing testimony to the good conduct of the Police Force; the favourable change which has taken place in Portland, has disarmed all opposition to it, and the taxes levied for its support are generally paid with cheerfulness.

On the 24th April, 1848, we, the Commissioners, made an estimate of the sum required to be assessed upon the Parish of Portland for maintaining the Police Force for the current year, as follows:—

Salary of the Police Magistrate,	£100	0	0
“ Captain of Police and Collector of Taxes,	136	0	0
Seven Police Constables, at £5 per month each,	420	0	0
Office, Lock-up House, and Contingencies,	50	0	0
To provide against unavoidable Contingencies,	144	0	0
	£850 0 0		

making in the whole eight hundred and fifty pounds.

The 8th day of May following, we appointed Messrs. George Young, Samuel L. Tilley, and Alex. M'L. Seeley, to be Assessors of the Taxes, agreeably to our estimate of the 24th April, and F. S. Jones (the Captain of Police) to be Collector of the same, from whom a bond, with sufficient sureties, was taken for the faithful discharge of his duty.

The annexed account will shew the amount of monies paid into the Commercial Bank (which Bank was appointed Treasurer to the Commissioners) to the credit of the Commissioners, and the disbursements made by them to the end of the year 1848,

shewing a balance to their credit of £395 17s., which we hope will be more than sufficient to pay all the expenses of the Police Establishment to the 1st April next, (1849); and we are of opinion that the assessment on the Parish for the thence next ensuing year, may be very much reduced from our estimate made on the 24th April last, probably one third. The Records of the Police Magistrate will furnish His Excellency with any further information, whenever the same may be required.

Respectfully submitted.

CHARLES SIMONDS,
THOMAS ALLAN,
JOHN WARD,

Commissioners of Police in Parish of Portland.

January 1, 1849.

Charles Simonds, one of the Commissioners of Police in the Parish of Portland, personally appeared, and made oath that the foregoing statement of the affairs of the Police Establishment in that Parish is just and true to the best of his knowledge and belief.

JACOB ALLAN, J. P.

Portland Police Establishment in Account with the Commissioners.

1848.		DR.		
Aug. 19.	To amount paid F. S. Jones by Check on Commercial Bank,			£45 2 6
Sept. 9.	Do. do. wages of Police,			42 9 2
Oct. 2.	Do. Jacob Allan, Esq., to pay Note in the Bank,			75 17 1
" 2.	Do. Jacob Allan, Esq., half year's Salary,			50 0 0
" 2.	Do. F. S. Jones, wages of Police,			36 1 8
" 17.	Do. C. Simonds, advanced by him in April,			18 7 6
" 31.	Do. F. S. Jones, to date, wages,			36 2 6
Nov. 8.	Do. Harris & Allen, on account for Stoves, &c. &c.			8 9 10
Dec. 1.	Do. F. S. Jones, wages,			36 1 8
" 1.	Do. do. for Coals,			3 8 9
1849.				
Jan. 1.	Do. Jas. Fairweather, for Coals in March 1848,			1 3 9
" 1.	Do. F. S. Jones, wages to date,			36 12 6
" 1.	Do. Jacob Allan, Esq., Quarter's Salary to date,			25 0 0
" 1.	Do. F. S. Jones, to pay Rent of Lock-up House and Police Office to 1st Nov. last,			9 0 0
" 1.	Do. Jacob Allan, for Printing & Stationery, ...			12 7 6
1848.				
June 1.	To Thomas' Account, paid Jones wages of Police to 1st June, 1848,			49 1 0
" 30.	Do. do. do. do. do. do. do. do.			46 18 2
	Balance of Harris & Allan's Account for Stoves, &c. &c.,			5 8 4
1849.				
Jan. 1.	Balance to credit of Commissioners to Account for 1849,			395 17 0
				<u>£933 8 11</u>

1848.		CR.		
Aug. 14.	By amount deposited in Com. Bank by F. S. Jones, Collector,			£100 0 0
" 29.	Do. do. do. do.			60 0 0
Sept. 4.	Do. do. do. do.			50 0 0
" 12.	Do. do. do. do.			40 0 0
" 23.	Do. do. do. do.			50 0 0
" 30.	Do. do. do. do.			100 0 0
" 30.	Do. do. Jacob Allan, Esquire,			56 11 5*
Oct. 14.	Do. do. F. S. Jones,			50 0 0
" 30.	Do. do. F. S. Jones,			150 0 0
Nov. 1.	Do. do. Jacob Allan, Esquire,			33 10 0*
	<i>Carried forward,</i>			<u>£690 1 5</u>

		<i>Brought forward,</i>				£690	1	5
Nov. 15.	By amount deposited in Com. Bank by F. S. Jones,	....	....	....	....	50	0	0
Dec. 5.	Do. do. Jacob Allan, Esquire,	....	....	....	....	24	0	0*
" 14.	Do. do. F. S. Jones,	....	....	....	....	50	0	0
1849.								
Jan. 1.	Do. do. Jacob Allan, Esquire,	....	....	....	....	18	0	0*
June. 1.	By amount paid Thos. Allan for Fines to 1st June, by Jacob Allan Esquire,	....	....	....	....	12	1	0*
" "	By amount paid Thos. Allan by Check, 30th June, by Jacob Allan, Esquire,	....	....	....	....	37	0	0
" 30.	By amount paid Thos. Allan for Fines to 30th June, by Jacob Allan, Esquire,	....	....	....	....	52	6	6*
						<u>£933</u>	<u>8</u>	<u>11</u>

Charles Simonds, one of the Commissioners of Police in Portland, appeared before me, and made oath that the above Account is just and true to the best of his knowledge and belief.

JACOB ALLAN, J. P.

NOTE.—The sums marked thus *, amounting together to £196 8 11, are Fines collected by Jacob Allan, Esquire, since the commencement of the Act 11 Vic., cap. 12.

Correspondence relative to Arms and Equipments issued to Police Force and Revenue Officers.

(Copy)

*Office of Ordnance, Saint John, New Brunswick,
5th February, 1849.*

SIR,—With reference to our Letter of the 24th April, 1848, enclosing a statement of the value of the Arms, &c. issued to the Civil Authorities in New Brunswick, and Mr. Saunders' reply of the 18th May following, we have the honor to state, that the articles issued to the Corporation of the City of Saint John, and to the High Sheriff of King's County, having since been returned in good order, the Ordnance have no further claim with respect to those authorities.

But as the articles issued to the Portland Police, and to the out-door Officers for the protection of the Revenue have not been returned, we beg leave to enclose a statement of the value of the same, and to request you will be pleased to bring this claim under the consideration of His Excellency the Lieutenant Governor, in order that early payment may be made to this Department for the articles furnished.

We have, &c.

J. W. ORMSBY, *Capt. R. A.*

F. DUCANE, *Lieut. R. E.*

FRED. C. FRITH, *Dep. Store Keeper.*

To the Hon. John R. Partelow, Prov. Sec., Fredericton.

Statement of Stores issued by the respective Officers of Her Majesty's Ordnance at New Brunswick for service of the Civil Authorities.

No. 1. FOR THE PORTLAND POLICE.

(Issued 6th December, 1847, to Jacob Allan, Esquire, J. P.)

15 Belts for Swords, Sea Service, 9d. each,	....	....	....	....	£0	11	3
15 Boxes, Cartouche, 1s. 4d. each,	....	....	....	....	1	0	0
150 Cartridges, Ball, Pistol, 26s. per M.,	....	....	....	....	0	3	10½
15 Pistols, Sea Service, 10s. 6d. each,	....	....	....	....	7	17	6
15 Swords with Scabbards, Sea Service, 6s. 4d. each,	....	....	....	....	4	15	0
						<u>£14</u>	<u>7</u>	<u>7½</u>
Departmental expenses, 15 per cent.,	....	....	....	....	2	3	1½
						<u>£16</u>	<u>10</u>	<u>9</u>

No. 2. FOR OUT-DOOR OFFICERS EMPLOYED FOR THE PROTECTION OF THE REVENUE.

(Issued 11th December, 1847 to H. B. Smith, Esquire, Collector.)

6	Setts of accoutrements for Rifles, black, 7s. 7½d. per set,	£2	5	9
6	Ball Bags for ditto, 1s. each,	0	6	0
12	Belts for Swords, Sea Service, 9d. each,	0	9	0
12	Boxes, Cartouche, 1s. 4d. each,	0	16	0
6	Flasks, Powder, 2s. 6d. each,	0	15	0
6	Horns, Powder, for Rifles, 2s. 6d. each,	0	15	0
6	Lock Covers for ditto, 1s. 11d. each,	0	11	6
12	Pistols, Sea Service, 10s. 6d. each,	6	6	0
6	Rifles, with Bayonets, 72s. 10d. each,	21	17	0
12	Swords, with Scabbards, Sea Service, 6s. 4d. each,	3	16	0
		<hr/>		
	Departmental expenses, 15 per cent.,	5	13	7
		<hr/>		
		£43	10	10

RECAPITULATION.

No. 1.	For the Portland Police,	£16	10	9
No. 2.	For the out-door Officers employed for the protection of the Revenue,	43	10	10
		<hr/>		
	Sterling Dollars at 4s. 2d. each,	£60	1	7

(Signed)

J. W. ORMSBY, *Capt. R. A.*
 F. DuCANE, *Lieut. R. E.*
 FRED. C. FRITH, *Dep. Store Keeper.*

(Copy)

Treasury, Saint John, 16th February, 1849.

SIR,—In reply to your Letter of the 13th instant, requiring my observations on a Letter therein enclosed from the Officers of the Ordnance at this place, asking for payment for Arms supplied to the Portland Police and this Department, I have the honor to state, that I should ere this have paid the amount to the Ordnance Storekeeper, in conformity to the orders of His Excellency the Lieutenant Governor, contained in the Secretary's Letter of the 18th May last, but that I have not yet received the amount due by the Parish of Portland.

Perceiving from this Letter of the Ordnance Officers that some of the Arms had been received back into store, I consulted with the out-door Officers of this Department, who agree with me in opinion, and find that the Rifles with their appointments can be dispensed with, and therefore I have the honor to recommend that they be returned to the Ordnance Storekeeper. The Account against the Province will then stand thus—

12	Swords, at 6s. 4d. each,	£3	16	0
12	Belts for do. at 9d. each,	0	9	0
12	Pistols, 10s. 6d. each,	6	6	0
12	Powder Flasks, at 2d. 6d. each,	1	10	0
		<hr/>		
		£12	1	0
	Departmental Expenses, 15 per cent.,	1	16	2
		<hr/>		
		£13	17	2

The amount of the Account for Arms supplied to the Portland Police has not yet been paid into my hands.

I have, &c.

(Signed)

B. ROBINSON, *P. T.*

(Copy)

Secretary's Office, Fredericton, 21st February, 1849.

SIR,—In reply to your Letter of the 16th instant, I am instructed by His Excellency the Lieutenant Governor to recommend that the Ordnance Officers be requested to inspect the Rifles issued for the protection of the Revenue, and on inspection to ascertain whether they are willing to receive them back, and if so, to have them returned accordingly. You will also be pleased to call upon the proper authorities of the Parish of Portland, to pay up the amount due for the Arms issued to them from the Queen's Stores, forthwith.

I have, &c.

(Signed)

J. R. PARTELOW.

B. Robinson, Esquire, Provincial Treasurer.

(Copy)

Fredericton, February 26, 1849.

MAY IT PLEASE YOUR EXCELLENCY,

The Commissioners of Police in Portland have received a Letter from the Provincial Treasurer, informing them that he was directed by Your Excellency to require of them (the Commissioners,) the payment forthwith of the amount of an account from the Board of Ordnance, for Arms furnished to the Portland Police by order of Sir William Colebrooke in the early part of December 1847.

I have to state to Your Excellency, that for several months prior to the murder of Goff, the Police Constable, I anxiously, in conjunction with other Magistrates in Portland, strove to prevail on the Provincial Government to appoint a Police Magistrate for that Parish, as open resistance to the laws and breaches of the peace had become so frequent that Her Majesty's loyal subjects could not without risk of their lives travel on the public highways after dark. All our endeavours to induce the Government to appoint a Magistrate and authorize the organization of an efficient Police, were ineffectual, and the consequence was, as to be expected, the murder above mentioned.

This naturally created intense excitement, the Government became alarmed, and ordered those Arms to be issued to the Special Constables, which we are now called upon to pay for.

The expense of maintaining an efficient Police in Portland, has been very burdensome to that Parish. The Commissioners of Police found it necessary to order an assessment in April last of £850 for this purpose, which was excessive, considering the general prostration of business, and the fact that most of the inhabitants are of the labouring class who were unable to obtain employment.

For these reasons I cannot advise the other two Commissioners of Police to pay for the Arms, (the amount is £19 16 11 currency,) as it would increase the assessment on the Parish by that amount.

The Portland Police is as necessary for the protection of the lives of Her Majesty's subjects from various parts of the Province who have occasion to pass through on their way to and from the City of Saint John, as they are for the protection of the inhabitants, and therefore it appears to me to be unfair to call upon the people of that Parish to pay for these Arms.

If the Province will not pay the Board of Ordnance, and the Government do not think the preservation of the public peace and of the lives of Her Majesty's subjects of sufficient importance to incur an expense for Arms of less than £20 currency, I see nothing left but for the Government to send the proper Officer and disarm the Police, this would relieve the Commissioners from responsibility or blame, and place it where it ought in such cases to be, on the Government.

I have, &c.

(Signed)

CHARLES SIMONDS.

To His Excellency Sir Edmund W. Head, Bart., &c. &c. &c.

(Copy.)

Secretary's Office, Fredericton, February 27, 1849.

SIR,—In reply to your communication of the 26th instant, addressed to the Lieutenant Governor, I am directed to state that His Excellency very much regrets the pressure of the Rates upon the Parish of Portland, but Her Majesty's Government having requested payment for the arms in question, and the obligation to pay for them resting, in the first instance, on the Parish of Portland, it was the duty of the Lieutenant Governor to direct application to be made to the authorities of that Parish previous to any other step being taken. Whether the case be one in which equity requires the burthen to be ultimately borne by the Province instead of the Parish, can be determined only by the Legislature.

His Excellency is of opinion, that the inference drawn as to the small value apparently set on the preservation of the public peace, and the lives of Her Majesty's subjects, was entirely uncalled for. The sum is certainly trifling in itself, but that is a consideration bearing materially on the question how far its payment would press on the Parish of Portland.

His Excellency will cause this correspondence to be laid before the Assembly.

I have, &c.

(Signed)

J. R. PARTELOW.

The Honorable Charles Simonds, &c. &c. &c.

LAZARETTO, MIRAMICHI.

Annual Report on the Lazaretto at Sheldrake Island, with Estimate of the Sum required for the next year.

Miramichi, January 19, 1849.

MAY IT PLEASE YOUR EXCELLENCY,

I beg respectfully herewith to forward the annual Account of the expenditure for the past year of the Board of Health for the Counties of Gloucester and Northumberland, amounting to the sum of £942, and shewing a balance due the Board of £142; which expenditure includes a supply of provisions sufficient to support the Establishment on Sheldrake Island until about the middle of February.

During the past year, four of the Lepers died, all of whom were adults, three males and one female; and since the last Report, twelve new patients have been received at the Establishment, three of whom arrived on the 18th instant; and the patients now number seventeen, viz. eleven men, one boy, one girl, and four women. There are still eleven Lepers at large, but had there been sufficient accommodation, they, with one or two exceptions, could have been induced to go to the Lazaretto. From the severity of the Winter, and the unusual privations which must be endured by many of the poor French families where the Lepers are, and from the short crops of the past year, it is not improbable that all who are still abroad will shortly be driven to seek relief in the Establishment. The present buildings are altogether too confined for the number of patients which are now in the Establishment, and should any additional cases be brought to the Island, the Board will find it difficult to give them admission, with a due regard to those who are now on the list.

The general conduct of the Lepers during the year has been more satisfactory to the Board than at any former period, the arrangements for their comfort in regard to the cleanliness, as well of their persons as the apartments, have been improved, and the patients themselves manifest a greater desire to conform to whatever is deemed by the Board for their comfort than heretofore.

The expenditure of the Board has been considerably increased during the past year by the unfortunate difficulties and litigation into which they were led in maintaining their right to the possession of the Island, against repeated attempts made by Magistrates, avowing the authority of the Sessions of the County, to wrest the possession of the Island from the Board by force. The particulars of these difficulties, and result of the prosecutions instituted by the Magistrates in question against the Chairman and servants of the Board, have already been fully reported to Your Excellency in the various communications noticed below. Your Excellency has already been informed that the Board have received notice from the Clerk of the Peace, by order of the Sessions, to quit the Island on the 28th April next, being the expiration of one year of the term mentioned in the lease. The Board have not received any instructions how they are to act when the notice expires. If the possession of the Island is to be retained by the Board, and litigation is to be avoided, it will be desirable that some steps be taken to give the Board a more certain and fixed tenure of the Island than the Sessions seem to think they possess. I deem it unnecessary to do more than bring these difficulties under the notice of Your Excellency, to insure every attention to them that may be deemed necessary.

In order to erect and complete such additional accommodation as appears to be necessary for the comfortable maintenance of the Lepers now in, and to supply the Establishment

Establishment with provisions, clothing, and other necessaries, for the current year, a sum of £1000 at least will be necessary.

There is no other information relative to the Establishment that I deem it important to mention.

I have, &c.

JAMES DAVIDSON, *Secretary.*

1848.

Communications referred to.

April	7.	Doctor Key's Report.
"	8.	Communication respecting Sheldrake Island.
"	15.	Do. do. do.
"	17.	Do. requesting copy of documents, &c.
May	5.	Letter from Joseph Cunard, Chairman.
"	15.	Communication respecting Quarantine, proceedings of Sessions, &c.
Sept.	26.	Report of result of Trials, &c.

Audit Office, 5th March, 1849.

Report upon the Account of the Honorable James Davidson, Secretary and Treasurer of the Board of Health for the Counties of Gloucester and Northumberland, for expenditure at the Lazaretto on Sheldrake Island, during the year 1848.

Mr. Davidson furnishes a detailed Account of disbursements for the Lazaretto during the year 1848, amounting to	£757	19	11	
He charges,				
Over-expenditure in 1847,	2	0	1	
5 per cent. Commission on the Grant of 1848, to cover expenses and trouble of Secretary and Treasury,	40	0	0	
				£800 0 0
He credits,				
Provincial Grant of the year 1848,	£800	0	0	

The Account is correctly made up, sworn to and vouched, an over-extension in error, in 1847, of 2s. 11d. still stands against the Treasurer.

The expenditure may be classed under the following heads:—

Board, clothing, provisions, contingencies,	£370	18	5
Buildings and furniture,	41	4	6
Professional services and expenses of witnesses, &c., in the riot case.	64	10	10
Ferriages, labour, and transport,	23	5	8
Boarding Lepers' children,	32	3	4
Lepers, for washing and cleaning,	23	10	0
Chaplain, £40; Medical attendance, £71 7 2,	111	7	2
Salaries of attendants,	91	0	0
Total, exclusive of Commission,	£757	19	11

A detailed Account accompanies the vouched Account, shewing the sum of £142 to be due John Noonan, to the end of the year, on account of Supplies furnished by him.

F. P. ROBINSON.

VACCINE ESTABLISHMENT.

Report and representation relative to the Vaccine Establishment, Saint John.

Saint John, January 1, 1849.

SIR,—I have the honor to Report for the information of His Excellency the Lieutenant Governor, that I have vaccinated during the year just ended, upwards of three thousand individuals; indeed I may state that the services I have been compelled to render during the past year as Vaccine Surgeon, have been the most laborious, disagreeable and annoying that have ever fallen to my lot in the same capacity. The crowds of women and children that daily assembled before my house, the screams and cries of the children *within it*, the stench of dirty garments, together with other unmentionable results of fright and fear, and the perfect nuisance of the whole combined rendered my duties of the most unpleasant nature.

I have supplied all parts of the Province with Vaccine Lymph, and many Counties, to fifty different applicants. The fact is, the duties of the Vaccine Surgeon, or rather the calls upon his time and attention are so frequent, and occupy him so much, that it will shortly be found necessary to put the Establishment upon a proper footing, as no man can be found to perform such arduous duties for five times the amount now granted for the service.

I should rejoice to see the Institution placed upon an efficient footing, but I cannot afford to put it upon one for the small sum annually voted by the Legislature to me for my services; and I would most respectfully suggest to His Excellency the expediency of bringing this matter before the Legislature with that view; and if His Excellency is of opinion that my resignation would at all conduce to this end, or that any one will undertake to do more than I have done for the compensation, I shall most cheerfully place my resignation at His Excellency's disposal.

During the greater part of the Summer I have devoted two hours a day, viz. from 9 to 10 and 3 to 4 at my own house for the purpose of Vaccination, and although these hours were well known, still little regard was paid to them by many, and consequently it became one servant's work to answer the unceasing calls at the door, and this fact alone is in my opinion a reason why a proper public office should be provided for the Establishment, and so prevent the private residence of a Medical man from being a nuisance as mine was this Summer not only to myself but to the whole neighbourhood.

Hoping that His Excellency will understand by the above remarks that I am not actuated by any selfish considerations, but merely by a wish to have the Vaccine Establishment placed upon a proper footing,

I have the honor to be, Sir,
Your obedient servant,

GEO. P. PETERS, M. D.,
Provincial Vaccine Surgeon.

The Honorable John R. Partelow, Provincial Secretary.

AGRICULTURE.

Abstract Return from the New Brunswick and Nova Scotia Land Company.

Abstract of Crops raised, Stock possessed, Land cleared, &c. &c., by Settlers on Land belonging to the New Brunswick and Nova Scotia Land Company in the year 1847.

DISTRICT	Wheat.	Buckwheat.	Oats.	Barley.	Rye.	Corn and Peas.	Potatoes.	Turnips.	Hay.	Cattle.	Horses.	Sheep.	Pigs.	Land cleared.	Ploughed.
B	148	1,042	3,304	88	14	43	6,025	564	266	165	37	148	94	1,238	1284
C	245	921	5,308	31	825	180	8,353	1,486	297	137	24	162	119	1,216	354
D	48	585	2,633	50		67	3,171	63	2284	114	32	118	37	674	37
Town Plat.	10	30	62			69	685	3	41	13	8	4	21		
TOTAL,	451	2,579	11,307	169	839	359	18,234	2,136	796	429	101	432	271	3,128	201

Number of Families settled, 216.

ESTIMATED VALUE.

151 bush. Wheat, @ 6s. 9d.,	£152	4	3		£6,039	1	7
2,579 " Buckwheat, @ 3s. 2d.,	408	6	10	600 tons Straw, @ 15s.,	450	0	0
11,307 " Oats, @ 1s. 10d.,	1,036	9	6	429 head Cattle, @ £4 10s.,	1,930	10	0
169 " Barley, @ 4s. 6d.,	38	0	6	101 Horses, @ £15,	1,515	0	0
839 " Rye, @ 5s. 6d.,	230	14	6	432 Sheep, @ 12s. 6d.,	270	0	0
359 " Corn and Peas, @ 4s.,	71	16	0	271 Pigs, @ £1,	271	0	0
18,234 " Potatoes, @ 2s. 6d.,	2,279	5	0	2,927 acres cleared Land, @ £4 5s.	12,439	15	0
2,136 " Turnips, @ 8d.,	71	4	0	201 " ploughed, @ £7 10s.,	1,507	10	0
796 tons Hay, @ £2 5s.,	1,751	1	0				
<i>Carried forward,</i>	£6,039	1	7	<i>Total value,</i>	£24,422	16	7

Land cleared at the cost of the Company, not included in the foregoing Statement, viz:

Royal Road,	80	acres.
Old Stanley Road,	100	"
Town Plat,	50	"
Red Rock, and opposite side of the Nashwaak,	40	"
South West Miramichi,	20	"
Roads not opened for carriages,	40	"
Total,	330	" at £5 per acre, £1,650 0 0

N. B.—The Land cleared by the Company has been estimated at the actual cost of clearance per acre, while that cleared by the Settlers on their Lands corresponds with the

the rate given in a Tabular Statement (which was transmitted to H. M. Colonial Secretary by His Excellency Sir William Colebrooke) of the value of the improvements made in the Harvey, the Cork, and the Mechanics' Settlements.

No account is taken of the value of any of the Mills, Houses, Barns, Bridges, &c. erected on the Company's Lands.

Abstract shewing the quantity of Land redeemed from a wilderness state, and of the cost incurred by the New Brunswick and Nova Scotia Land Company, and by the Settlers on their Lands, up to the 31st December, 1848.

Land cleared, as per Table (1847),	....	....	....	2,927	acres.
“ since cleared, and omitted in former Statements,				384	“
				<hr/>	
Total,	....	....	....	3,311	“
Land ploughed, as per Table (1847),	....	....	....	201	acres.
“ since ploughed,	....	....	....	53	“
				<hr/>	
Total,	....	....	....	254	“
3,311 acres cleared at £4 5s. per acre,	....	....	....	£14,071	15 0
254 “ ploughed at £7 10s. per acre,	....	....	....	1,905	0 0
				<hr/>	
3,565 “ improved at a cost of	....	....	....	£15,976	15 0 Currency.

The amount of Crops raised in 1848 differed in so trifling a degree from that of the foregoing year (wheat excepted, which was almost a total failure,) that I have not deemed it worth while making any alteration in the Report drawn up at the close of 1847. Value of Crops raised in 1847, £10,475 11 7 Currency.

R. HAYNE,
Commissioner N. B. & N. S. Land Company.

Audit Office, 30th May, 1848.

Report upon Accounts furnished by Treasurers of Agricultural Societies.

No. 1. CHARLOTTE COUNTY—W. HATCH, *Treasurer.*

Balance in hand December 31, 1846,	....	....	....	£61	9	3
Ordinary Appropriation of 1846 drawn in 1847,	....	....	....	75	0	0
Amount sent to Britain for a Horse in 1846, returned in 1847, being insufficient to procure a Horse of the description ordered,	....	....	....	88	6	8
Proceeds of Potatoes and Seeds sold,	....	....	....	126	4	11
Subscriptions received in 1847,	....	....	....	37	10	0
				<hr/>		
						£388 10 10
He charges,						
Paid for a Horse imported from Vermont,	....	....	....	£104	0	0
“ Wagon and Harness for Horse,	....	....	....	10	3	10
“ Groom, and keeping the Horse,	....	....	....	18	3	0
“ Premiums,	....	....	....	40	4	0
“ Seeds,	....	....	....	26	5	2
“ Agricultural Papers,	....	....	....	4	15	6
“ Salary and per centage, Secretary and Treasurer,	....	....	....	12	14	6
				<hr/>		
						216 6 1
Balance in hand December 31, 1847,	....	....	....	£172	4	9

The Account is correctly made up and vouched, it is not sworn to.

No. 2. WESTMORLAND—JOSEPH F. ALLISON, *Treasurer.*

Balance in hand December 31, 1846,	£93 4 6½	
Appropriations of 1845 and 1846 received in 1847,	150 0 0	
Receipts for Seeds sold,	26 15 7	
Received subscriptions of 1847,	37 10 0	
		£307 10 1½
He charges,		
Paid for Seeds purchased in 1847,	£70 17 3	
“ Premiums,	29 2 6	
“ Keeping Stock, and Contingencies,	35 1 6	
		135 1 3
Balance in hand December 31, 1847,	£172 8 10½	

The Account is unaccompanied by vouchers, it is sworn to, and correctly made up.

No. 3. DALHOUSIE—DUGALD STEWART.

Appropriations of 1846 and 1847, £75, £100,	£175 0 0	
Return Duty on Imports,	11 13 1	
Net proceeds of Sales, Bull, Seeds, &c.	68 16 8½	
Donations and Subscriptions paid in for 1847,	44 4 7½	
		£299 14 5
He charges,		
Over-expenditure to 31st December, 1846,	£12 14 2	
Paid for Agricultural Implements, Seed and Stock,	121 0 7½	
“ Premiums, £65 9 9: Printing, £6 5s.,	71 14 9	
“ Agricultural Papers,	5 0 0	
“ Contingencies,	9 4 6½	
Commission on £219 4 1, at 5 per cent.,	10 19 8	
		230 13 9
In hand December 31, 1847,	£69 0 8	

The Treasurer credits only £44 4 7½ as his receipts in 1847, from subscribers, whilst he should have credited £50; the deficiency, £5 15 4½ will be sur-charged him. The Account is otherwise correctly made up; it is vouched, but is not sworn to.

No. 4. CARLETON—RICHARD ENGLISH.

In hand December 31, 1845,	£57 1 8	
Received from Subscribers in 1846,	11 15 0	
“ for Seeds, &c. sold,	120 0 0	
“ Instalment on Stock sold,	10 10 0	
		£199 6 8
He charges,		
Paid in 1846, for Premiums, £18 5s.: Printing, £7 15s.,	£26 0 0	
“ on Secretary's order, no details given,	154 6 2	
		180 6 2
In hand December 1846,	£19 0 6	

No. 5.—Balance of 1846 brought down,	£19 0 6	
Received in 1847, Grant of 1846, £30, do. for		
Horse, £100,	130 0 0	
Received from Subscribers £51 10s.: Seeds,		
&c. sold, £157 10s.,	209 5 0	
		£358 5 6
<i>Carried forward,</i>		

<i>Brought forward,</i>	....	....	....	....	£358	5	6
He charges,							
Paid in 1846 for Horse & other Stock, including charges,	£253	5	4				
“ for Seed, £36 6 0½ : Premiums, £26 12 6,	....	62	18	6½			
“ for Contingencies,	....	5	8	10			
						321	12 8½
In Treasurer's hands November 18, 1847,	....	....	....	....	£36	12	9½

Sworn to, not vouched. Some balances due from the Secretaries are not accounted for, although Accounts have been called for.

No. 6. NORTHUMBERLAND—GEORGE KERR.

In hand February 1845,	....	....	....	....	£17	14	2½
Warrants Nos. 25—1844 : Nos. 661—662—1845 : and							
No. 659—1846, £75, £125, £75, £75,	....	350	0	0			
Seeds sold to March 24, 1847,	....	151	0	2			
Received from Subscribers 1847,	....	73	18	8			
“ on Account of Horses sold,	....	48	10	0			
						£641	3 0½
He charges,							
Payments for Seeds,	....	£207	10	2			
“ Horses imported,	....	221	19	0			
“ Premiums,	....	72	4	6			
“ Contingencies,	....	27	10	1½			
						529	3 9½
In Treasurer's hands February 28, 1847,	....	....	....	....	£111	19	3

No. 7. NORTHUMBERLAND—GEORGE KERR.

In hand February 28, 1847,	....	....	....	....	£111	19	3
Subscriptions to 26th January, 1848,	....	38	5	9			
Seeds sold and Duties returned in 1847,	....	75	10	11			
						£225	15 11
He charges,							
Payments in 1847, for Seeds and Contingencies,	....	£155	4	2			
“ for Premiums and expenses,	....	38	3	3			
“ Secretary, 2 years Salary,	....	15	0	0			
“ Printer's Bill, 2 years,	....	10	17	10			
						219	5 3
In Treasurer's hands 26th January, 1848,	....	....	....	....	£6	10	8

Nos. 6 and 7 are certified by the Treasurer to be correct, they are not vouched or sworn to.

No. 8. SAINT JOHN—JOHN DUNCAN.

In hand December 1847,	....	....	....	....	£35	0	8
Subscriptions paid in 1846, and to April 1847,	....	87	10	0			
Warrant for Ordinary Appropriation of 1846,	....	75	0	0			
Grant of 1846 for a Seed Horse,	....	62	10	0			
						£260	0 8
<i>Carried forward,</i>							

<i>Brought forward,</i>				....	....	....	....	£260	0	8
<i>He charges,</i>										
Premiums paid, and Contingent and Ordinary Expenses										
of the year 1846,				....	....	....	....	£91	0	0
Paid in January 1847 for a Seed Horse,				....	....	....	....	100	0	0
								<hr/>		
								191 0 0		
								<hr/>		
In Treasurer's hands May 1, 1847,				....	....	....	....	£69	0	8
								<hr/>		
								<hr/>		

The Account is sworn to and vouched, and is accompanied by detailed Accounts of the receipts and expenditure in 1844, which had not been previously furnished.

No. 9. YORK—JOHN A. BECKWITH.

Subscriptions and donations, 1847,				....	....	....	....	£35	0	0
Sale of Stock, 1847,				....	....	....	....	18	2	6
Appropriation of 1847,				....	....	....	....	70	0	0
								<hr/>		
								£123 2 6		
<i>He charges,</i>										
Expenditure for Stock, £38 15s.: Premiums, £37 17 6,				....	....	....	....	£76	12	6
Printing and Advertising,				....	....	....	....	9	17	2
Agricultural Paper and Contingencies,				....	....	....	....	3	15	0
Secretary and Treasurer, by order of Society,				....	....	....	....	10	0	0
								<hr/>		
								100 4 8		
								<hr/>		
Due by Treasurer,				....	....	....	....	£22	15	10
Of which he states that he has in hand,				....	....	....	....	£15	15	10
Due by sundry Members,				....	....	....	....	7	0	0
								<hr/>		
								£22 15 10		
								<hr/>		
								<hr/>		

The above Account is correctly made up, and vouched, excepting some petty items of Contingencies; it is attested to by the Treasurer.

F. P. ROBINSON.

INTER-COLONIAL TRADE.

**Correspondence had between the Governments of Canada and this Province,
upon the subject of Inter-Colonial Trade.**

Government House, Montreal, 20th May, 1848.

SIR,—I have the honor to transmit for the consideration of Your Excellency and Your Executive Council, the enclosed copy of a Memorandum presented to me by the Inspector General of Accounts, on the subject of the Inter-Colonial Trade between Canada and the Sister Provinces of Nova Scotia and New Brunswick, and I shall be obliged by your favouring me with your views on the points which are raised in it.

I have, &c.

(Signed)

ELGIN AND KINCARDINE.

His Excellency Sir Edmund Head, &c. &c. &c.

(Copy)

The Inspector General of Public Accounts humbly submits to the Governor General the following observations on the subject of the Inter-Colonial Trade between Canada and the Sister Provinces of Nova Scotia and New Brunswick.

The Inspector General has had communication of a Proclamation issued by the Lieutenant Governor of Nova Scotia, in which the Act of the Canadian Legislature, 10 and 11 Victoria, cap. 31, is recited as an Act whereby the native produce and manufactures of all or any such of the other British North American Provinces as shall admit the native produce and manufactures of Canada free of Duty, shall be entitled to exemption from Duty under the said Act, with the exception of Spirituous Liquors.

The Proclamation further recites, "and whereas the said Act is now in full force and effect," and in pursuance of the authority vested in the Lieutenant Governor of Nova Scotia, with the advice of the Executive Council, His Excellency the Lieutenant Governor by the Proclamation, appoints the first day of May next, upon, from and after which day, all articles the growth, produce or manufactures of the Province of Canada, (except Spirituous Liquors,) shall be admitted into Nova Scotia free of Duty.

The Inspector General is of opinion that the Government of Nova Scotia has been premature in issuing the Proclamation, and in considering the provisions of the Canada Customs' Act to bear the meaning given it as quoted in that document, and also in declaring the Canadian Act as being in full force to the effect recited.

The 3rd Section of the Canadian Act 10 and 11 Vic. cap. 31, contains the following proviso :—

Provided also, that if in any British North America Colony, *all* articles (except Spirits or Strong Waters,) being the growth, produce or manufacture of this Province, shall be exempt from Duty on importation into that Colony, then *the Governor in Council may* exempt from Duty on importation into this Province, all articles (except Spirits or Strong Waters,) being the growth, produce or manufacture of such Colony, and imported directly therefrom.

At the end of the Table of Exemptions appended to the Act, the following paragraph or note between brackets is to be found :

[The native produce and manufactures of all or any such of the other British North American Colonies as shall admit the native produce and manufactures of Canada, free of Duty, shall be entitled to exemption from Duties under this Act, with the exception of Spirituous Liquors.]

After

After much consideration, and after taking the best advice within his reach, the Inspector General is of opinion, that the Act must be construed as giving a discretionary power to the Governor of this Province in Council, to exempt from Duty all articles the growth, produce or manufacture of any of the British Colonies of North America, which shall give a reciprocal freedom from Duty to all articles the growth, produce or manufacture of Canada.

It is well known that many articles not the growth or produce of a country, may by a slight process of change in the way of manufacture, become the manufacture of that country, under the meaning given to the expression "manufactures of" in Acts relating to the Customs.

For example, on the article of Sugar large Duties are imposed by the Canadian Act in question, and a large portion of the Revenue of the Province is derived from this very onerous impost. Should the Governor in Council exempt the article of Refined Sugar from Duty, the consequence would seem to follow, that Sugar imported in the raw state into Nova Scotia, and refined there, would be entitled to be imported into Canada free of Duty, a process which would have the effect of surrendering the most important branch of the Canadian Revenue to Nova Scotia, supposing Duties on Sugar to be levied there; or if the raw Sugar were imported into that Province in Bond or free of Duty, or levying an impost more than equal in value to the whole cost of the article, for the protection of an unimportant branch of manufacture in Nova Scotia, while the same article manufactured in Canada would still leave the burden of the whole Duty on raw Sugar.

The effects of such an exemption would, it is believed, cause the whole of the import of Sugar into this Province to come from Nova Scotia, and the other North American Colonies, in a manufactured state. This Province would then lose the whole Duty, and the Customs' Law would only operate to render the manufacture of Refined Sugar in Canada, except at a vast loss, impossible.

A very considerable Duty is imposed by the Canadian Customs' Act on Tobacco. Under the Law, manufactured Tobacco can only be introduced on payment of 1*l*.d. per pound.

According to the proposed system of Free Trade in manufactures, manufactured Tobacco would be introduced Duty free from the Colonies; the consequence must be, the loss of the Revenue of this Province arising from Tobacco, and the destruction of the Tobacco Manufactures of the Province.

The same observation would apply to the article of Leather, a very considerable quantity of which is now imported, paying Duty; and there is a heavy impost upon Boots and Shoes, intended, probably, as protective of home manufactures; but were Boots and Shoes manufactured in Nova Scotia, imported here free of Duty, the consequence must be the loss of Revenue on Leather, and the existence of a Duty protecting, not the manufacture of Canada, but that of Nova Scotia; for while the price of Leather used by our shoemakers is kept up by an Import Duty, it may come through Nova Scotia free of Duty, in the shape of Boots and Shoes, a state of trade which the mechanics of this Province would look upon as intolerable.

In short, as regards all articles subject to Duty in a raw state, on importation into this Province, should free trade in manufactures be carried on between the Colonies, the Duties imposed would cease to be a source of Revenue, and would become protective to the manufactures and imports of the sister Colonies, to the exclusion of those of Canada.

In connexion with this subject the Inspector General begs to remind His Excellency the Governor General that since the transmission of the Customs' Act to England, for the signification of the Royal pleasure, numerous complaints have been made by British tradesmen against that provision of the Customs' Act under which the Governor in Council is authorized to admit the produce and manufactures of the Sister Colonies on more favourable terms than those from the United Kingdom. These complaints are obviously founded in justice, and it would, in the opinion of the Inspector General, be highly inexpedient for the Canadian Government to adopt any measure which would induce the Imperial Government, or the people of the United Kingdom, to believe that their commercial interests were overlooked or disregarded in this Province.

It may possibly be contended, as regards the interests of the Province of Canada, that Canadians will have the same power of manufacturing for the other Provinces which these Provinces will have for Canada, but the effect of such an unnatural course of trade would be to deprive the Government of Nova Scotia of Revenue which may be absolutely required for the public service there, and without affording any compensation to Canada for the loss of Revenue absolutely required here; and, moreover, it seems obvious that no good could arise to any of the Provinces from a state of trade so curiously artificial as to force the manufactured articles in use in each Colony to be fabricated in the Sister Provinces instead of being manufactured at home.

The Inspector General cannot believe that the consequences which, in his opinion, would necessarily follow, were the Governor in Council to give effect to the provision of the Customs' Act, with regard to Inter-Colonial Trade, were foreseen by the framers of that Law. As a general principle nothing could be more liberal and politic than free intercourse between the different Provinces forming Her Majesty's Dominions in this part of the world; and had the contemplated exemption from Duty been confined to the native productions of the respective Colonies, from which but a small Revenue is derived, and which, under an enlightened system of commercial policy, might with great propriety be freely exchanged between all nations without payment of Duty, there could have been no objection to the intended relaxation of the Customs' Law; but so long as the Revenues collected in each Province are for the benefit of that Province alone, and so long as the Duties levied in each bear no relation in amount to those collected in the others, and so long as the Customs in each may be evaded by the others, by the introduction of foreign articles free of Duty under the name of Colonial manufactures, it appears to the Inspector General that a provision so universal in its application as the one under consideration must be impracticable.

It might have been desirable, if the terms of the Act authorised such a course, that the Governor in Council of Canada, should have enumerated such of the products of the Sister Colonies as might be interchanged free of Duty with mutual advantage; it does not, however, appear that such discretionary power has been conferred by the Act; the exemption, if made at all, must extend to all articles the growth, produce or manufactures of the Provinces.

Under these circumstances the Inspector General is of opinion, that no action should be taken by the Governor in Council in Canada, on the subject of Inter-Colonial Trade, until further communications have taken place between His Excellency the Governor General and the Lieutenant Governors of Nova Scotia and New Brunswick; in the mean time, to prevent embarrassment to the trade, it may be expedient to remit the Duty imposed upon the products of Nova Scotia and New Brunswick imported into Canada. His Excellency the Governor General has already, by virtue of the authority vested in him by law, remitted the Duty on Fish imported from Nova Scotia, and a similar relaxation will doubtless be made in cases of a similar kind, until the subject can be again brought under the notice of the Legislature. This, probably, may answer all practical purposes.

The Inspector General is not aware whether in case of the entire remission of Duty in the terms of the Act, manufactures would be largely introduced from the Sister Colonies. It would be highly desirable to obtain reliable information on this point, and especially with regard to Sugar, the Duty levied on which article in Canada amounts to about £100,000.

It is possible that the result of further communications between His Excellency and the Lieutenant Governors of the Sister Provinces may be to remove some at least of the objections stated above; but at present it would, in the opinion of the Inspector General, be highly inexpedient for the Canada Government to give effect to that provision of the Customs' Act which authorizes the free admission of the products and manufactures of the Sister Colonies.

All which is humbly submitted.

(Signed)

F. HINCKS, *Inspector General.*

Inspector General's Office, Montreal, 19th May, 1848.

(Copy)

Government House, Fredericton, May 26, 1848.

MY LORD,—I have the honor to acknowledge the receipt of Your Lordship's Communication of the 20th instant, enclosing a copy of a Memorandum from the Inspector General of Accounts.

I will not fail to lay the Memorial before the Executive Council at their next meeting, and I shall have the honor of communicating again with Your Lordship on the subject.

I have, &c.

(Signed)

EDMUND HEAD.

The Rt. Hon. the Earl of Elgin and Kincardine, K. T., &c. &c. &c.

Government House, Fredericton, May 30, 1848.

MY LORD,—I have the honor to inform Your Lordship that I brought your Letter of the 20th instant, together with its enclosures, before my Executive Council at their meeting yesterday, when the Memorandum of the Inspector General of Accounts was fully considered. The Council were unanimously of opinion that free trade between the Provinces of British North America was most desirable, and they agreed in thinking that no apprehension need be entertained of those consequences to the Revenue of Canada which the Inspector of Accounts appears to fear. Practically, there is neither capital nor labour in this Province or in Nova Scotia, such as is likely to produce the effects contemplated by Mr. Hincks. Such effects moreover could not develop themselves rapidly. The course of trade in any given article of large consumption cannot be diverted at once, and ample time would in any case be given for such measures as the Government of Canada might feel to be essential for their own protection. I need not observe that the cost of carriage from New Brunswick or from Nova Scotia, must form a material element in the calculation of the profits to arise from any article manufactured in either Province for consumption in Canada, even if such an application of capital and labour were probable. I am informed that large quantities of Canadian Flour are shipped, or about to be shipped, for Saint John, New Brunswick. I should much regret to find that the importation of this article is to be fettered by a Duty, and I feel that the northern portions of this Province especially, must suffer from the absence of free intercourse with the Canadian markets.

I have, &c.

(Signed)

EDMUND HEAD.

His Excellency the Governor General of Canada, &c. &c. &c.

REPORTS ON GREAT ROADS AND BRIDGES.

FREDERICTON TO WOODSTOCK.

Report on Road from Fredericton to Woodstock, by A. Goodfellow.

Miramichi, 17th October, 1848.

SIR,—I beg to report for the information of His Excellency the Lieutenant Governor, that subsequent to my last Report I proceeded to take Contracts for repairing several Bridges on the line of Road from Fredericton to Woodstock, which were then in an unsafe state, at the following amounts, viz:—

New covering the Bridge at Rainsford's property, in the centre, eleven feet in width, with three inch plank,	£9 0 0
New stringers with plank and railing the Bridge across Pierre Paul Creek,	67 0 0
Repairs on the abutments and railings of the Shockamock Bridge, ...	6 0 0
New covering a Bridge on Ingraham's farm, in the centre, eleven feet in width, with three inch plank,	6 2 6
Do. do. at Way's farm,	5 17 0
Do. two Bridges at Asa Dow's, and one below H. Jones',	23 9 0
	£117 8 6
Which added to the amount of	177 0 0
	£294 8 6

mentioned in my last Report as expended over and above the sum granted, would make ... £294 8 6 over expended by me, to meet which I have received £100; from which, retaining my Commission of ten per cent., and deducting the balance of £90 from the amount of the over-expenditure, £294 8 6, would leave a sum of £204 8 6 yet to be provided for; and as the parties to whom the amounts are owing require immediate payment, I have to solicit a further grant to enable me to liquidate the amount. I have also to state that the Bridge at Sutherland's, 240 feet in length, and 26 feet in height, is in a decayed state, the Piers of which cannot be depended on beyond the ensuing Winter. The expense of maintaining this Bridge might be materially lessened by substituting an embankment of earth instead of wood at the ends, and thus reducing the wood work of the Bridge to 150 feet in length, which might be of frame work made of Hacmatac, and thereby rendered more durable. There is also a Bridge below Judah Hammond's that will likely become impassable next Spring; this Bridge is 105 feet in length, and 25 feet in height; it might be reduced about ten feet in length, and might also be built of Hacmatac. To enable the Contractor to procure materials to advantage, and by this means to reduce the expense of the work, Contracts should be entered into this Fall, the Winter being the only time that such materials can be procured to advantage. There is also a Bridge across a dry Ravine above Long's Creek, which is becoming unsafe, this Ravine should be filled up by earth from the hills on either side, and thus render the work a permanent one.

As many parts of the Road from How's (late Munroe's) Tavern, to above the Shockamock Mountain, is frequently out of repair, in consequence of the imperfect manner in which the Road has been originally made, I thought it advisable to make arrangements with Patrick M'Glen, who resides on the Barony, to put and keep that section of the Road in a safe state of travelling until the setting in of Winter, and

and from the breaking up of the Winter travelling until the first of June next, for the sum of £10, payable at the expiration of that period.

I beg further to report, that I received a Circular from the Provincial Secretary last year, in reference to the removal from off the Roads of all fences, cordwood, mill logs, buildings, and other incumbrances; that for the purpose of carrying out the object thereof, in September 1847, I caused public notice thereof to be given along the several lines under my Supervision. Some parties in compliance with such notice, removed the incumbrances, others disregarded it, and in many instances such incumbrances still remain. There has been a barn lately erected by Mr. Asa Dow, which is placed on the northerly side of the Road, and within the bounds prescribed by law as the width thereof; I notified him to remove it off the said Road, which he positively refused to do. If it is considered advisable that I should proceed against parties thus encroaching, I beg to be furnished with Counsel on the prosecution, as I have every reason to believe that Counsel will be retained to resist the removal of those incumbrances; and it is important, for the sake of example, that I should be provided with the means of succeeding.

I have, &c.

(Signed)

ALEXANDER GOODFELLOW, *Supervisor.*

Hon. John R. Partelow, Pro. Secretary, Fredericton.

Newcastle, 29th January, 1849.

MAY IT PLEASE YOUR EXCELLENCY,

As Supervisor of the Great Road from Fredericton to Woodstock, I would now lay the state of that Road, and the proceedings thereon for the past year, under the notice of Your Excellency; although this line having been brought so frequently under Your Excellency's notice during the past Season, but little now remains to be reported on.

On visiting the Road in May last, I found many parts of it in a very impassable state; I therefore immediately procured two Overseers, with each a small party of men, and a horse and cart, to make such repairs as were absolutely necessary to keep up a safe and passable state of travelling, until the ordinary and more suitable time for more extensive repairs. I at the same time examined the Bridges, and was led to the conclusion that the greater proportion of them on the line would, with little repairs, remain safe for at least another year.

On the 14th June, in pursuance to notice, I commenced taking Contracts for such alterations and improvements as the means at my disposal would warrant; but in the course of the Summer it was discovered that nearly all the Bridges on the line, except those recently built or repaired, would require new covering in the centre; this I think is mainly attributable to the very improper manner of driving the wagons that convey the Mails on that line; although the law prohibits the passing over any Bridge exceeding 100 feet in length, at any greater speed than a walk, the Mails are generally driven at full speed, and when the covering is the least worn or decayed, they are sure to give way under such treatment.

The expenditure for the past year I have classed under the several heads, and is as follows:—For repairing Bridges, £475 19 9, which will be generally safe for a few years; the sum of £201 2 6 has been expended in completing the new Road from the French Village to Curran's Creek, commenced in 1847, including some repairs from the former place to Fredericton; an alteration of the Road was made to relieve a steep hill below Judah Hammond's, in the Parish of Kingsclear, which cost £37 17s. 10d.; from thence to Eel River the sum of £213 13 1 was expended in various repairs, including £119 3 2 expended by one of the repairing parties; there were two Bridges a short distance below Sullivan's Creek, and with a view to their abandonment, an alteration was made in the line of Road to the extent of 163½ rods, which has cost £63 13 10, which sum includes the damages paid to the owners of the soil for going through their improved lands; this piece of Road will no doubt require some repairs next Spring, as the subsoil over which it passes is of clay. The sum of £19 11 4 was expended in making some alterations on the line of Road, in

recording

recording the same, and in obtaining legal information and advice; £11 15s. was expended in connection with the contemplated alteration at Colonel Maclauchlan's place; £11 16 3 has been expended on the easterly side of the Saint John River; and the further sum of £25 2 7 incurred in printing, together with interest money paid and to be paid on the cash borrowed to meet the over-expenditures, which with the balance from the former year, and Commission, in all amount to the sum of £1,410 18 5; against which is the sum of £1,150 granted, and received by me, leaving a balance of £260 18 5 to be provided for.

The Bridges on this line of Road, with the exception of those reported on by me on the 21st of October last, and to which report I would beg to refer Your Excellency, may be considered in a safe and passable state, and will not I think require any expenditure for the ensuing Season.

The general state of the Road has not been materially improved during the last Summer, with the exception of the completion of the alteration above the French Village, and at the Barony; the repairs have been of a general nature, and only calculated to keep up a safe state of travelling, the means having been too limited to undertake any very permanent improvement.

Having in my Report of the 11th January, 1848, entered fully into the state and requirements of the Road now under consideration, it is unnecessary for me again to repeat them, but would respectfully beg to refer Your Excellency thereto, for such information as may be required, as to the annual requirements of the Road, and the application of Statute Labour.

I have the honor to be
Your Excellency's obedient servant,

ALEXANDER GOODFELLOW, *Supervisor.*

To His Excellency Sir Edmund Walker Walker Head, Baronet,
Lieutenant Governor, &c. &c. &c.

WOODSTOCK TO GRAND FALLS.

Report on Roads from Woodstock to the Grand Falls, by James Ketchum.

Woodstock, 10th February, 1849.

SIR,—I beg leave to submit for the information of His Excellency the Lieutenant Governor, a detailed account of my expenditure during the past year as Supervisor of Great Roads between Woodstock and the Grand Falls, and other Roads leading therefrom; and also an estimate of what sums will be required to keep these different Roads in proper repair the next season.

On that part of the line between Woodstock and the Arestook, I have erected a new Bridge over Lane's Creek at the cost of about two hundred pounds, including the approaches thereto, and have also completed the new Road to the southern approach of the new Arestook Bridge, being 457 rods in length, at the expense of one hundred and eighty nine pounds; and have graduated and widened out the side-hill cut leading to the said Bridge, from 24 to 30 feet in width, with a good railing on the lower side, for the sum of sixty five pounds, besides general repairs throughout this part of the line; amounting altogether to the sum granted by the Legislature, and the sum of one hundred and fifty pounds ordered by His Excellency in September last.

On the remaining part of the line of Road between the Arestook and the Grand Falls, the northern approach of the Arestook Bridge is not yet fully completed, although made quite passable, will require a further sum of about twenty five or thirty pounds to be laid out early in the Spring; the expense on this approach is very heavy, owing to so much raised work having to be performed, and ledges of rocks to be blasted and cleared out of the way; the sum expended on this approach amounts to one hundred and fifty pounds; other improvements and repairs between this and the Grand Falls made, will amount to the sum granted.

On the new line from Williamston to the River de Chute, I have laid out the amount granted for the Road. The distance on this line from the Big Presque Isle Road and

the River de Chute, is twelve miles, through wilderness land covered with heavy hard wood timber; the Road on this part has been opened and cleared out two rods in width; there will be on this part heavy side-hill cuts and ledges of rocks to remove, which will cost a further sum of one hundred and twenty pounds per mile, including the bridging, to complete the Road. The difference between this Road and the front Road, in regard to distance from the Court House and the River de Chute, is only about four miles, and I for my part cannot recommend the new line to be made a Great Road until it is completed.

In conclusion I beg leave to submit an estimation of sums that will be required to make the necessary repairs and improvements on the different Roads under my supervision.

From Woodstock to the Arestook,	£750	0	0
“ Arestook to the Grand Falls,	500	0	0
“ Woodstock to Houlton,	80	0	0
“ Pickard's Store to the Boundary Line,	50	0	0
To build a new Bridge over the Little Presque Isle on the Williamston Road,	60	0	0
For Approaches to said Bridge,	40	0	0
General repairs on the Williamston Road,	100	0	0

I have the honor to be, Sir,
Your most obedient servant,

JAMES KETCHUM, *Supervisor.*

To the Hon. J. R. Partelow, Provincial Secretary.

BRIDGE OVER THE ARESTOOK.

Report on Arestook Bridge, by James Ketchum and Thomas Pickard, Junior.

Fredericton, 15th December, 1848.

MAY IT PLEASE YOUR EXCELLENCY,

We have the honor to report to Your Excellency that the Bridge over the Arestook River, which we were appointed Commissioners for the purpose of building in the Spring of the year 1847, is now completed, and that the work is performed in every respect according to the Contract, to our satisfaction, and, as we are informed, to the satisfaction of the public; and we feel confident, from the substantial manner in which every part of the work has been performed, that this Bridge will not be affected by the sudden floods of the River, but will remain safe and strong until the timber becomes decayed in the ordinary course of time. We are induced to make this assertion partly because the Boom at the mouth of the River, belonging to the Arestook Boom Company, will not in future be permitted to be closed after the tenth day of October in each year, consequently such a quantity of timber as was accumulated at that Boom during the past Winter, to the great injury of Mr. Tibbits, the Contractor for building the Bridge, can never occur again; nor can the dangers which we alluded to in our Report of the 15th January last, in all probability ever again exist.

With regard to the site of the Bridge, we have the honor to inform Your Excellency that James Brown, Esquire, M. P. P., was appointed a Commissioner, jointly with us, to select the site,—that we pointed out to him all the different situations deemed practicable for the erection of a Bridge, and gave him all the information on the subject that we were possessed of, after which the selection was left entirely to him. But as Your Excellency has lately visited the Bridge, and, as we are informed, disapproved of the site, we are not inclined to throw the blame of making the injudicious choice entirely upon Mr. Brown, inasmuch as we fully concurred in his selection, and are still of opinion that it is the best and only safe place that a Bridge could be erected upon near the mouth of that River; and when Your Excellency considers that

two previous Bridges built over the River nearer its mouth than the present have been carried away, we think Your Excellency will be of opinion that we had good reasons for adopting the present site.

We should not have troubled Your Excellency with so lengthy an explanation on this point, had it not been currently reported (and we presume this report has reached Your Excellency) that the Commissioners were influenced by Mr. Tibbits, or some of his connexions, in adopting the site for the Bridge. We take this opportunity of denying that any such influence existed with us; and as Mr. Brown was almost an entire stranger in that part of the country; and could have had no personal interest in the matter, we think we may say with safety that he was actuated by the same motive as ourselves, the public good, and we flatter ourselves that time will shew that our selection has been a judicious one.

In our Report of the 15th January last, we stated fully to His Excellency Sir William Colebrooke, the reasons why the Contractor was unable to complete the Bridge at the time specified in his Contract, namely, the 15th March last. We also stated in that Report a certain amount of extra work which it was necessary for the Contractor to perform in order to complete the Bridge, and his claim for such extra work, amounting to four hundred pounds. Should the Legislature be disposed to grant this sum, we are of opinion that the Contractor will still sustain a heavy loss in the performance of the work, owing to the quantity of timber and ice which jammed against the unfinished piers during the last Winter, carrying away two of them altogether, and so injuring another as to require it to be taken down and completely rebuilt. The contract price for building the Bridge was £1675, which the Commissioners were bound to pay as soon as the same came into their hands. The appropriations for this purpose in the years 1847 and 1848 amount to the sum of one thousand seven hundred pounds, and after deducting the commission of ten per cent. allowed to ourselves, and the expenses of preparing a suitable plan and specification of the Bridge, there remains a balance due on the Contract of £148 10s., exclusive of the Contractor's claim for extra work.

We have the honor to be

Your Excellency's most obedient servants,

JAMES KETCHUM,
THOMAS PICKARD, Junior,
Commissioners.

His Excellency Sir Edmund W. Head, Bart., &c. &c. &c.

GRAND FALLS TO AMERICAN BOUNDARY AND GRAND FALLS TO CANADA LINE.

Report on Roads from Grand Falls to the American Boundary and Grand Falls to Canada Line, by P. C. Amiraux.

The Road leading from the Lower Landing at the Grand Falls to the American Boundary has been partly completed, and about one and one half of a mile remains to be made, in which distance there are three Ravines which will require to be bridged, one of which is very deep. The Road and Bridges would cost about £100 to complete them. Of the Road leading to the Canada Line, the first eighteen miles have been completed and finished; between that and the Quisibis River nothing has been done to the Road by the Supervisors; two small Bridges were built by the Government some time ago; it would require about £100 to finish the Road. Over the Quisibis River there is a temporary Bridge which will probably go away with the Spring Freshet. All the particulars connected with this Bridge being now in the possession of the Government, I deem it unnecessary to say any thing more on the subject.

From the Quisibis River to the Chapel, a distance of twelve miles, is very good, with the exception of the first four miles, which is in a very bad state, the soil being composed of clay; and in the Spring the Road heaves up, and renders it very difficult to

to pass over with horses and carriages; and it requires to be deeply gravelled, which would cost about £50 per mile. Between the Chapel and the Little Falls there is one Bridge required, which would cost about £100. The Statute Labour on this district will keep the Road in repair.

The Road from the Little Falls to the Degele is very much out of repair, as also the Bridges, and would require at least £200 to put them in a good state of repair. The Road from the Little Falls to the Saint Francis requires three Bridges, all of which are over considerable streams, and would require about £400 to build them; and these are absolutely necessary to make the Road passable at all seasons. Of the Road between the Little Falls and Baker's, a distance of fourteen miles, five have been made, (about.) Some Statute Labour has been performed on the remainder, but it would still take about £50 per mile to finish it. From Baker's to the Saint Francis, about twenty one miles, five miles were made by the Government during the last year, the remainder would, in my opinion, cost £80 per mile.

All of which is respectfully submitted for the information of the Government and the Legislature.

P. C. AMIRAUX, *Supervisor.*

To the Hon. J. R. Partelow, Provincial Secretary, &c. &c. &c.

Report on Road from Grand Falls to American Boundary, by L. R. Coombes.

The Road leading to the American Boundary, a distance of three miles, has been completed one half the distance. On the upper end there are three ravines, two of which may be bridged at a small expense, but the other is very deep and would cost to be bridged about £60. The other ravines could be bridged and the Road completed at the cost of £40—the whole at £100.

On the Road leading to the Canada Line, the first eighteen miles have been completed. Between that and the Quisibis River one small Bridge has been built, and nothing more done to the Road except the small amount of Statute Labour; it would cost about £75 to turnpike it. There is at present over the Quisibis River a temporary Bridge built last Summer under the direction of John Grant, Esquire, which must go away with the Spring Freshet.

Knowing that it was necessary to rebuild the Quisibis Bridge which had been carried away by the Freshet, and that the timber could be got out at a cheaper rate during the Winter than Summer, and the Bridge completed at a much earlier day for the use of the public, I bargained in the Fall of 1847 for a quantity of dimension timber for the Bridge, which was put on the spot in the Spring. When Mr. Michael Curran took the contract to build the Bridge, he agreed to take the timber at a price to be named by James Ketchum and T. E. Perley, Esquires, upon which I paid Mr. Hammond, the person who got out the timber, the sum of £90, and the balance was to be paid him so soon as the timber could be measured; after which time a difficulty arising with Mr. Curran, and the contract being rescinded, I refused to pay any more on the timber, and it still remains in my possession, Mr. Hammond having a further claim on it of about £150. The estimated cost of the Bridge is £500.

From the Quisibis to the Iroquois River, is a distance of thirteen miles; the land is quite flat and the soil composed chiefly of clay, which renders the Road almost impassable in the Spring, and very bad in wet weather in the Summer and Fall; there are also two Bridges required on the last mentioned route; it would cost about £40 per mile to complete it.

From the Iroquois to the Bridge at the Little Falls, the Road is hilly but in quite a good state. From thence to the Lake Tamiscouta I never expended any money; both the Roads and Bridges are in a very bad state, and will require to be repaired next Summer.

All which is respectfully submitted for the information of His Excellency and the Legislature.

L. R. COOMBES.

OBSTRUCTIONS IN RIVER SAINT JOHN.

**Report on removing Obstructions in the Navigation of the Saint John River, by
Asa Dow and Nelson Cliff.**

Fredericton, 24th February, 1849.

Asa Dow and Nelson Cliff, Commissioners to expend an appropriation of £250 towards improving the Navigation of the River Saint John, between the Tobique River and the Grand Falls, beg to Report—

That after having made suitable preliminary arrangements, they proceeded about the middle of August last, with ample supplies, towards the Tobique, when in consequence of heavy rains they were obliged to lay to at N. Cliff's, and Asa Dow went home. When the water had fallen, Cliff proceeded with the boat, Dow joined him, and they together ascended to Little River, above the Tobique, and blasted a number of large Rocks in the channel of the River, and removed the fragments; which will be of material service in navigating that part of the River, both for boats and rafts. They then proceeded towards the Great Falls, blowing out of the way such Rocks in the channels as could be worked at to advantage; but another considerable rise of water occurring, which covered the worst Rocks, they deemed it advisable to discontinue any further operations until another year, and to store the supplies on hand, and pay off the men, as blowing Rocks beneath the surface of the River, particularly in rapid water, could be performed only under great disadvantages, and the worst Rocks, although then under water, would be nearly dry in a dry Summer. They accordingly stored the supplies at the Great Falls for future use, excepting some fish and flour which was damaging from the wet, and which they sold for £25 12 6 to safe parties, on approved sureties, payable in the Spring of 1849, and for which they, the Commissioners, hold themselves responsible.

There is now on hand supplies of every description to commence work next Summer, comprising powder, hammers, drills, tubes, fuse, flour, pork, and molasses, &c.; bedding and cooking utensils were supplied by the Commissioners free of charge; it would therefore cost but little to recommence the work, and they respectfully submit that, under all the circumstances, an additional Grant for the further prosecution of the work, to the extent of £250, to be expended if the season should prove ordinarily favourable, would be conducive of most material benefit to the navigation of the River between the Great Falls and the Tobique.

Respectfully submitted by

ASA DOW,
NELSON CLIFF,
Commissioners.

To the Hon. the Provincial Secretary.

EEL RIVER TO DIGDEGUASH.

Report on Road from Eel River to Digdeguash, by L. B. Rainsford.

Kingsclear, February 20, 1849.

SIR,—I have the honor to Report that the Road under my supervision between Eel River and the Digdeguash, is now turnpiked from Eel River to a mile beyond the Howard Settlement, there is a good Winter Road to the Palfrey Notch, a distance of four miles farther, and that thence to the Digdeguash it continues as formerly a very indifferent Sled Road and but little travelled, there being no settlers on that part of the route, and winter travellers from Charlotte County follow a chain of Lakes which extend from the Skoodic to near the Palfrey Notch. The line beyond the Howard Settlement, extending towards Saint Andrews, passes through much excellent wilderness land, a portion of which is vacant, and much more of it will be so if the extensive

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uncompleted

uncompleted Land Sales of 1835-6 are cancelled. And I consider it highly desirable that as much money should be granted on this line as can be spared.

With the sanction of the Executive I have explored and laid out the last season an alteration from the old route for a distance of five miles, southerly from the Howard Settlement, and have turnpiked one mile of the distance, and opened the residue for a Winter Road; the new line avoids some heavy swamps, and keeps entirely through a good hardwood ridge partially settled, and it is already much travelled upon.

On the line from Fredericton to the Magaguadavic, I expended the appropriation in widening about eight miles of the old turnpiking and in repairing the Road and water courses throughout; the improvement to the Road is not so great as it would have been had the season not been so extremely wet, but I think it will be found much better the approaching Spring than it was the last. The Road being in pretty good repair, the principal outlay next season will be in repairing some defective water courses, skirting some portions that are fast growing up, and in general repairs throughout the line. The Statute Labour did some good through portions of the English Settlement, but what little was done in other parts of the line was of no service.

I have the honor to be, Sir,
Your obedient servant,

L. B. RAINSFORD.

The Hon. John R. Partelow, Provincial Secretary, &c. &c. &c.

FREDERICTON TO NEWCASTLE.

Report on Road from Fredericton to Newcastle, by A. Goodfellow.

Miramichi, 10th February, 1849.

MAY IT PLEASE YOUR EXCELLENCY,

Having again been appointed Supervisor of the line of Great Road from Fredericton to Newcastle, I now beg to report for the information of Your Excellency, the result of my proceedings under such appointment.

On the fifth of June last I procured three suitable persons as overseers, with each a small party of men, and horses and carts, and placed them on different sections of the line where repairs were most required. I was led to adopt this course under the impression that as the Road required immediate repairs, in order to facilitate and ensure a safe and comfortable state of travelling, the public service would be more effectually carried out, than by awaiting the usual period for letting contracts, as by adopting the latter course, portions of the line would have remained for a considerable period in want of repairs.

On the 23d of June, I commenced taking contracts by public sale, (due notice having previously been given,) for making a quantity of Road in the Parish of Nelson, and on the following day entered into a contract for making a Road at Swim's Hill, to connect the Road with the Bridge lately built across the South West.

The expenditure on the entire line during the last season may be classed under the following heads, viz:—

Damages where the Road went through cultivated Lands, &c.,	....	£71	11	10
Making 2 miles and 34 rods of new Road,	....	130	16	5
Making a new Road along Swim's Hill, to connect the Road with the new Bridge across the South West,	....	49	6	6
Repairing the various Bridges on the line,	....	96	2	6
Repairing Culverts, and new forming Roads,	....	30	16	6
Expended by three repairing parties,	....	341	18	1
Daniel Sullivan, work of 1847,	....	2	0	0
Printing,	....	0	12	6
<i>Carried forward,</i>	....	£723	4	4

	<i>Brought forward,</i>	....	....	....	£723	4	4	
Together with the balance from last Account,		....	£59	14	5			
Interest paid on cash borrowed to meet over-expenditures for the last two years,	....	....	10	9	4			
Legislative Grant to John Wilson,	....	....	25	0	0			
Commission on the Grant,	....	....	90	0	0			
						185	3	9
						£908	8	1
Amount of Grant,	....	....	£900	0	0			
Amount over-expended,	....	....	8	8	1			
						£908	8	1

The two first items above stated were expended in paying damages to the owners of improved lands, and for labour performed in completing the alterations of the line commenced at Wilson's Point in 1846, amounting together to the sum of £202 8 3, which with the amount of £341 18 1, expended in the ordinary repairs, but little was left to effect any permanent improvements on the line. The sum expended in repairs may be considered high, but when it is borne in mind that the distance over which these repairs were extended exceeds ninety miles, it was not more than sufficient for that purpose.

As the alterations on this end of the line have been completed, the Grants in future will be more exclusively devoted to the general repairs of the Road.

In my Report of last year I referred to a proposed alteration at Price's Hill, and as nothing has yet been done towards that most desirable object, I hope such a grant will be made as will open up the Road during next Summer.

The state of the Road at the close of this season, with the exception of the parts newly made, is much the same as at the close of the previous season, and would beg to refer Your Excellency to my Report of last season for detailed information as to the requirements of the line.

I have the honor to be

Your Excellency's most obedient servant,

ALEX. GOODFELLOW, *Supervisor.*

His Excellency Sir Edmund Walker Head, &c. &c. &c.

BRIDGE OVER SOUTH WEST MIRAMICHI.

Report on Bridge over South West Miramichi, by A. Goodfellow.

Newcastle, 29th January, 1849.

MAY IT PLEASE YOUR EXCELLENCY,

Having been appointed a Commissioner to expend the sum of £200 granted at the last Session of the Legislature, towards covering in the Bridge across the South West Branch of the Miramichi River, and having attended to that duty, I now beg to Report for the information of Your Excellency, that on the 17th April last, I gave notice through the Gleaner newspaper, and by posting up Handbills, that I should receive tenders until the 2nd of May at noon; the result of which was four tenders, the highest by Daniel Wetherall for £223 10s., and the lowest by Francis Elliot for £209 19s., the latter of which was accepted, and the bond and contract for the completion of the work entered into; which work has since been satisfactorily completed.

On the 24th March last, I was informed that one corner of one of the piers of this Bridge had settled; the following morning I proceeded to the Bridge accompanied by the Contractor, Mr. Elliott, and found that it had settled about two inches at the corner of one of the piers; I at once made arrangements with Mr. DeCantillon to supply men

men and teams to remove the ice, and haul large stones to fill up any vacancy that had been caused by the undermining action of the current, which was done under the superintendence of Mr. Elliott, (without any charge having been made by him,) at a cost of £18 16 8.

On the 27th of June, I again examined the bed of the Stream around the piers and icebreakers, and found that a quantity of gravel had been removed from one side of one of the icebreakers, and also from the stream side of the abutment on the southerly side of the River. A contract was then entered into to have those places carefully filled up with large granite rocks, which work was satisfactorily performed at a cost of £10; since that time the Bridge seems to stand well in every respect.

The erection of the Bridge in 1847, exceeded the amount granted for that work by £193 9 8, as appears by the account and report of that season, for which no provision has since been made. The expenses incurred since that time, including the sum of £5 10 5 omitted in the last account, with £16 11 10 for interest, paid the Bank on the over-expenditure, and £20 commission on £200, amounts to £282 15 3, making a total of £476 4 11, from which, deducting the Grant of £200, leaves a balance now due of £276 4 11, with the commission thereon, to be provided for.

I have the honor to be

Your Excellency's obedient servant,

ALEX. GOODFELLOW, *Commissioner.*

To His Excellency Sir Edmund Walker Head, Bart., Lieut. Governor, &c. &c. &c.

CHAPLIN ISLAND ROAD.

Report on Chaplin Island Road, by A. Goodfellow.

Miramichi, 1st February, 1849.

MAY IT PLEASE YOUR EXCELLENCY,

Having been appointed the Commissioner to expend the sum of £200 granted in 1847, for improving and laying out a line of Road from the Pabineau Falls to the Chaplin Island Road; and also £100 granted in 1848 for the same purpose,—I now beg to Report, that as it was necessary to employ a Surveyor, and Deputy James Davidson having been previously employed on the same survey and exploration, and he being engaged elsewhere during the Summer, the duty was deferred until the 3rd of October, 1847, when accompanied by the said Deputy with a party of men, and the necessary outfits, we commenced an examination of the country in rear of the Town of Newcastle.

The great object of this line being to open up the country lying between the Chaplin Island Road and the Big Nipisiquit, for settlement, it therefore became necessary to ascertain where the best ridges for settlement lands were; and being at the same time desirous of bringing the line of Road as near the Miramichi River as possible, we commenced our examination. Leaving the Chaplin Island Road about 2½ miles in rear of Newcastle, we ran a line for some distance in the direction of the Nepisiquit, as shown by a black line on the accompanying plan, and finding the country unfavourable, it was abandoned, and after a further examination in a more northerly direction, the exploration was deferred in consequence of the unfavourable state of the weather, and other causes over which I had no control.

On the 17th July last, the exploration was resumed, accompanied by Deputy David Saddler and the necessary assistants, and commenced a new line starting from the Chaplin Island Road about 10 miles from Newcastle, and after extending the line by various courses and offsets, as marked on the plan in black ink, to the east branch of Portage River, and fixing on a bridging place across that Stream, we returned to the starting point, correcting the line and exploration on our way, preparatory to letting the opening of a portion of the Road; and after due notice on the 12th of August contracts were taken for the opening up of the said line to the extent of 8 miles from the said Chaplin Island Road; and that distance has since been opened up, eleven feet in width.

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The weather in July last being extremely hot, and the flies very annoying, it was thought advisable to postpone the further prosecution of the work until the Fall, which I did; and on the 23rd of October, accompanied by Mr. Saddler as before, we proceeded along the line a distance of 11½ miles, being as far as the corrections had been extended; from thence we ran a connecting line to the bridging place on Portage River, a distance of two miles and ten chains, and from thence a line was explored to the Middle Landing Falls on the Big Nipisiquit, a distance of ten miles and thirty chains, at which point there is a very favourable place for bridging the River; making the entire distance from the Chaplin Island Road to the Big Nipisiquit 24 miles.

The line now run from the east branch of Portage River to the Nipisiquit, will require correcting in part before the Road is opened up, which can be done more conveniently after the other part of the Road is opened; the route having been correctly ascertained, and the ground over which it will pass carefully explored, I deemed it advisable to defer the further prosecution of it for the present.

Your Excellency will perceive on reference to the said plan, that this line of Road is described thereon by a red line; that the said line if continued on a straight course to the proposed place of crossing the Nipisiquit, would be intersected by the bend of Gordon's Brook, and consequently have to cross that Stream twice; in order to avoid this, I have been compelled to deviate from the direct course, which has caused an angle in the Road. I have also caused a line to be described on the plan in black, commencing at the angle at Gordon's Brook, and extending in an easterly direction down the south easterly side of the Nipisiquit River towards the tideway, and reaching near the present Ferry in the vicinity of Bathurst; this line will be shorter than the former one, which crosses at the Middle Landing Falls.

In the event of a Bridge being built at the termination of the line described, it would be of great service to the inhabitants settled to the south and east of Bathurst; the country lying in that direction contains a great extent of fertile and valuable lands suitable for cultivation, and extending to the sea shore, must eventually constitute an important and extensive field for settlement; the erection of the proposed Bridge would form a great inducement to settling, and eventually promote the occupation of the vacant lands, and would be a great boon to that section of the country; should the erection of such a Bridge be determined upon, it would obviate the necessity of erecting a Bridge at the Middle Landing Falls.

In locating this line of Road care has been taken to avoid steep hills and extensive swamps; at the same time making the line as straight as the nature of the country would admit of, with a due regard to suitable lands for settlement.

A large proportion of the land lying at a distance to the south and east of the line, is unfavourable for settlement, although it abounds with meadow lands from which large quantities of hay is annually cut; but contiguous to the line on both sides, and extending on the north and west side to the north west branch of the Miramichi and the Main Portage River, the greater part of the country is excellent land and very favourable for settlement, abounding as it does with extensive tracts of fine interval lands on the several streams and branches intersecting that tract of country, comprising Portage River and its Tributaries, Trout and Gordon Brooks, and others. I have no doubt but if this line of Road was opened up the width that it is commenced, and the streams bridged, the lands on the line would be eagerly sought after, and a double settlement formed, the line being a base on which to bound the grants.

There is about 5 miles and 50 chains yet to be opened up to reach the east branch of Portage River, which should be accomplished if possible next Summer; which at the average cost of last year, would amount to £123 15s. Trout Brook and several other small streams, on the parts already opened up, require bridging, which will probably cost £40; which with the work in progress, and the amount over-expended, would require a Grant of £220.

Having in my Report of the 21st January, 1846, entered fully into the details of the objects to be obtained by the opening up of this line of Road, and the probable cost of making the same, I deem any further remarks on that subject unnecessary at present.

I have the honor to be Your Excellency's most obedient servant,

ALEX. GOODFELLOW, *Commissioner.*

To His Excellency Sir Edmund Walker Head, &c. &c. &c.

FREDERICTON TO RICHIBUCTO.

Report on Road from Fredericton to Richibucto, by J. A. Beckwith.

Fredericton, March 14, 1849.

SIR,—Having been appointed sole Commissioner to examine and report whether a line of Road can be found from Gaspereaux River through the Settlements on the north side of Salmon River, in Queen's County, to the Settlement at the head of the Richibucto River, which would be more convenient for the inhabitants, and better calculated to promote the settlement of the Country than the "Harley Line," and if so to explore and lay out the same, and prepare a Plan and Estimate thereof for the information of the Legislature at its next meeting; I have the honor to report, that during the months of August and September 1848, I performed the duties which had devolved upon me.

The Harley Line leaves the Salmon River Settlement at the Widow M'Donald's, four miles above where the Petitcodiac Road crosses Salmon River, it strikes at once into the wilderness, continues at an average distance of about two miles from the Salmon River until it crosses that River at the "Ox Bow," and comes out on to the Richibucto River at the head of the Settlements on the latter River, at a distance of 42½ miles from the Widow M'Donald's; proceeding from this point, I found five settlers in the first six miles, and the Road stumped and levelled for a distance of twelve miles, but fast growing up, particularly beyond the last settler; thence to Salmon River, at the Ox Bow, the Road has not been opened, and the original line cannot be traced without a compass; from Salmon River, a distance of eight miles, to the Richibucto, a Road has been opened, stumped, and partially levelled, and within two and three miles of the latter place I found two settlers, and several new choppings; for the first eleven miles from M'Donald's I found a mixed growth of timber, with a tolerable proportion of hard wood, the land undulating, well watered, and tolerably well adapted for settlement, which would, I think, be formed on it if the bushes were kept down, and the Road carried into Salmon River, at the termination of the ridge; thence the quality of the land falls off, and for a distance of twenty miles the line runs through a succession of small pine and spruce ridges, interspersed with naked barrens and swamps, relieved by only one small tract of good interval land, where it crosses Salmon River, and at within six miles of the Richibucto River, it falls into a body of good undulating heavily timbered land, which extends to that River; having likewise inspected the country north of Salmon River, I consider it the more eligible line for the Road, for the following reasons:—

By following the Harvey Line, the Salmon River, a heavy stream, must be twice crossed in travelling from Fredericton to Richibucto, the small Settlements on the line are near its two extremities, and for over twenty miles of the distance the land is unfit for settlement; the line is so distant from Salmon River, that travellers could not receive aid or shelter from the settlers in front, and moreover, the settlers above the Gaspereaux are all confined to the north side of the River; by keeping north of Salmon River, the traveller will not have to cross that stream, the Road will keep near to or amongst the settlers for the first sixteen miles from the Gaspereaux, and on a ridge, which although producing good crops, is lightly timbered, free from stone, and most favourable for Road making; a few miles farther carries you into the southern part of an extensive ridge of excellent land, which embraces the heads of the Fork Streams; continuing on, and passing through several minor ridges of fair settlement land, you strike the Richibucto sixteen miles from the head of the Salmon River Settlement, at the old Indian Portage, where settlement will immediately follow a road, and the line continues on at no great distance from the latter River to the Harley Road, and follows it, in 1½ miles again striking the Richibucto at the present upper Settlement, being about a mile above the head of the tide, thirty nine miles from the Gaspereaux River, and sixteen and one half miles by the Harley Line from the Town of Richibucto; I accordingly proceeded to the Gaspereaux River at its intersection with the Salmon River, and extended a line to the Richibucto River, as
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per courses and distances annexed, and as is more particularly shewn in the accompanying Plan No. 1; the line is well marked on the ground by blazing trees (hacking those in the line) and placing stakes along the centre of where the Road should go, and the bridging places of the different streams are particularly defined by marked stakes. Finding that a ridge of land well adapted for Road making skirted the Salmon River, and extended back from half a mile to a mile, I kept on that ridge to the head of the Settlement, occasionally coming out to the bank of the River, and never being more than three quarters of a mile from it, and in this distance I found twenty seven families settled, their crops looking well, notwithstanding that the season was unfavourable, but with scarcely the vestige of a Road; thence as the River winded to the southward, and the ridge of good land became so narrow, that a Road along the front would have to follow all the sinuosities of the stream, I diverged gradually to the northward, and struck the ridge of good land which surrounds the head of the Fork Stream, keeping north of an extensive tract of low sunken land lying between Beaver Brook and Salmon River, and continuing on through mixed land, nearly all favourable for Road making, and crossing the several ridges of good settlement land to the Harley Road, and along that Road to the Richibucto.

Many parts of the Road between the Gaspereaux and Richibucto Rivers can be made for forty pounds a mile, whilst some portions of it will cost not less than eighty to ninety pounds a mile; the whole cost for opening and turnpiking a line of Great Road between those streams, a distance of thirty nine miles, including all Bridges within the distance, and expenses of supervision, and of some minor explorations, which may be advisable in the easterly portion of the route, will be within three thousand five hundred pounds, whilst it will give a great impetus to Settlements on the Salmon River, and the upper part of the Richibucto, and render accessible a tract of many thousand acres of excellent land about the heads of the Fork Streams.

Having completed the line between the Gaspereaux and Richibucto Rivers, I proceeded to inspect the country west of the Gaspereaux, and to extend a line from the lower Mills on that River to the Petitcodiac Road at Arnold's, where that Road turns to the south preparatory to crossing Salmon River; the distance of this line I found to be nine and a half miles; and although the preliminary line I ran will not answer for the line of Road, I ascertained that a very direct and eligible line can be found, and in the mean time the Hardwood Ridge Road, although two or three miles long, can be made available to the traveller. I proceeded on and inspected the present state of the Petitcodiac Road, from Arnold's to Fredericton, and found that the greater part of the distance can be travelled in a wagon; that some of the newly made portions are well turnpiked; that nearly three miles of the distance, west of Little River, is unopened; that Burpe's Mill Stream is without a Bridge; and that the whole line abounds with curves and angles without any apparently assignable cause. The lower Bridge across the Gaspereaux was carried away by the heavy freshet of last August, assisted by the slabs and refuse from the lower Mills, which were but twenty rods above it. I examined and measured the site of the old Bridge, which I found to be 212 feet; and I examined and measured across the stream immediately above the Mills, and found that it would require a Bridge of 240 feet; the banks and approaches are good in both places, but the upper site will meet the Road much better, and will be much less liable to be injured by freshets.

The distance from Fredericton to Richibucto, as I have inspected or explored the greater part of it, is one hundred miles and forty four chains, and is generally remarkably level and favourable for road making; although well watered it is intersected by few heavy streams, and I succeeded in all cases in finding favourable bridging places, with moderate grades of ascent and descent. The intermediate points are as follows:—

	Miles.	Chains.	Miles.	Chains.
Fredericton to Little River,			21	0
“ Newcastle,	9	30	30	30
“ M'Donald's Mill, near Vance's,	5	20	35	50
“ North Branch Salmon Creek,	6	70	42	40
“ Gaspereaux,	2	46	45	6
“ Kent County Line,	9	15	54	21
“ Gray's Brook, upper Settlement, on Salmon River,	6	46	60	67
“ Indian Portage, Richibucto River,	16	10	76	77
“ Harley Road,	5	47	82	44
“ Along Harley Road to Richibucto River, at upper Settlement,	1	40	84	4
“ The Town of Richibucto,	16	40	100	44

Of which there is turnpiked, the greater portion imperfectly done, viz:—

	Miles.	Chains.	Miles.	Chains.
Between Fredericton and Little River,	18	0		
“ Little River and Newcastle,	9	30		
“ Richibucto River and Town, partially turnpiked,	16	40	43	70

Stumped and levelled,—

Between Newcastle and M'Donald's Mill, near Vance's,	5	20		
“ Salmon Creek and Gaspereaux, On Salmon River,	2	20		
Harley Road, south side Richibucto,	1	0	10	0
	1	40		

Line of marked Trees and Stakes,—

West of Little River,	3	0		
From Gaspereaux to Harley Road,	36	38	39	38

Explored, but the proper line not marked,—

From M'Donald's to Salmon Creek,			7	16
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Total, 100 44

I estimated the cost of making a good carriage Road, as follows:—

The turnpiked portion is in many parts indifferently and imperfectly done, and will cost on an average £20 per mile, say 44 miles,	£880	0	0
The portion which is stumped and levelled will cost £40 a mile, 10 miles,	400	0	0
The residue will cost on an average £80 a mile, including all further necessary explorations and staking, say 47 miles,	3,760	0	0
Bridges on the line, including Burpe's Mill Stream, Iron Bound Cove, Salmon Creek, Gaspereaux, the two Fork Streams, and Richibucto River,	800	0	0
Total	£5,840	0	0

Including the cost of supervision.

In reference to the mode of proceeding with the Road, I beg leave to submit,—

That the usual appropriations be made for the Petitcodiac Road, which will forward this line; that one hundred pounds be granted for the Road from Gaspereaux, past Withrow's, to and through the Hardwood Ridge, from which the further exploration and marking the line from Arnold's to Salmon Creek be paid;

That one thousand pounds be granted for the Gaspereaux Bridge, and for the Road and Bridges up Salmon River; and five hundred pounds for the Road from Richibucto Town towards the Gaspereaux, from which any further necessary exploring and marking

marking near Richibucto River be paid; and that Contractors for Bridges, when the Commissioner deems it advisable, be allowed until July of the following year to complete their Contracts; this will place the Road in a state of forwardness,—will accommodate and give employment to the many settlers on the line, and similar appropriations the two following years will, I have no doubt, complete the line throughout.

The accompanying Plan A exhibits the two lines from Iron Bound Cove to Richibucto River, with my field notes, and the principal features of the country; and the Plan B shews the proposed line of Road from Fredericton to the Town of Richibucto; all of which I respectfully beg to submit,

And have the honor to be, Sir,

Your most obedient servant,

JOHN A. BECKWITH.

The Hon. J. R. Partelow, Provincial Secretary, &c. &c. &c.

ROADS THROUGH NEW BRUNSWICK AND NOVA SCOTIA LAND COMPANY'S LANDS.

Report on Roads through the New Brunswick and Nova Scotia Land Company's Lands, by Richard Hayne.

Fredericton, December 6, 1848.

SIR,—Having been appointed conjointly with Mr. Goodfellow to expend £400 in the improvement of the Road communications situate within the limits of the territory belonging to the New Brunswick and Nova Scotia Land Company, I beg to state, that Mr. Goodfellow having during the preceding year, (1847,) planned and commenced some Road works on the Company's Lands, it was deemed advisable, and agreed on between us, that one half of the Legislative Grant, (£200,) should be appropriated to the completion of the Roads commenced by Mr. Goodfellow, and that the remaining moiety should be expended by me; and it is upon the manner in which this sum, (£200,) was laid out, that I now render to you my Report, and the necessary vouchers, together with two Plans, (tracings,) shewing the lines of Road on which improvements have been made, and the amount of outlay respectively occasioned thereby.

Being thoroughly acquainted with the Company's Lands, not only as respects the circumjacent Villages, Settlements and High Roads, but with regard to the Roads and Rivers by which they are intersected, as well as to the wants of the settlers, and the general capability of the soil, I had but little difficulty in selecting the districts to be improved by the opening of new communications, or in which the existing Roads stood most in need of repair or improvement.

Referring to the accompanying Plans you will at once see the lines of Road which have been recently improved or newly opened. As respects the Road from Fredericton to Stanley, which leaves the main route to Chatham and Newcastle about thirteen and a half miles from Fredericton, and at the confluence of the Tay and Nashwaak Rivers, I have great satisfaction in reporting its thorough completion, and that its construction has been of the greatest advantage to Stanley and its adjoining Settlements.

The Company being well aware of the importance of connecting Stanley, on the River Nashwaak, with the Bloomfield and Campbell Settlements, on the South West Miramichi, many years since expended upwards of £4,000 in opening out the Road, (17½ miles,) as shewn in the accompanying Plan; and I may add, that heavy outlays have subsequently been made by the Company in rebuilding and repairing a Bridge across the Taxes River, and for the purpose of improving this line of Road, on which I have expended £117 16 7½ out of the Legislative Grant, independent of a small amount from the Company, for the furtherance of this desirable object.

I may here mention, that from Stanley to the South West Miramichi, six miles of the Road is thickly studded with well improved farms, and that near the South West Miramichi River will be found the thriving Settlement of Bloomfield, which, together

with the Mill Establishment and expensive improvements at Campbell, in its neighbourhood, on both sides of the River, present a very encouraging appearance; and when I make known to you that the communication has been cut off between these places by the unfortunate destruction of the Bridge over the Taxes River, on which the Company have, as before stated, expended so much money, by an Ice Freshet, I cannot here refrain from expressing an earnest hope for your support in the House of Assembly, in securing a Grant in aid of the reconstruction of this important Bridge, which would probably cost about £200.

As the amount expended on other Roads are shewn in the Plans, and as the objects of their formation are too clear to be misunderstood, I shall make no further mention of them beyond begging to inform you, that I have not altogether suffered myself to be governed by the practice pursued in the Province as respects the width and general construction of Roads, regarding as I do the opening of a Road way, say one rod wide, in order to enable settlers in the back woods to bring their grain to the nearest mills, and return with sawn lumber for building purposes, to be of much greater importance than to extend the completion of a turnpiked Road over a period of some five or six years, to the great inconvenience and discouragement of the distant settlers.

You will observe that I have on this, as indeed on all other similar occasions, allowed the percentage on my expenditure to be applied to the promotion of the objects contemplated by the Legislature; and trusting my Accounts and vouchers will be found correct, and my illustrative Plans desirable additions to the ordinary mode of accounting for expenditure on Roads, &c.,

I have the honor to be, Sir,
Your most obedient servant,

R. HAYNE.

To the Hon. J. R. Partelow, Provincial Secretary, &c. &c. &c.

STANLEY ROAD.

Report on Stanley Road, by A. Goodfellow.

Miramichi, 15th March, 1849.

MAY IT PLEASE YOUR EXCELLENCY,

Having been appointed jointly with Richard Hayne, Esquire, to expend the sum of £400, granted at the last Session of the Legislature, for the Roads of the Nova Scotia and New Brunswick Land Company, I now beg to report for the information of Your Excellency, that on meeting Mr. Hayne in June last, it was agreed that after the sale of the Road, which commenced on the 5th July, had been attended to, we would divide the Grant equally, and each take a separate district of Road to superintend. Having had charge of the Road from the Mouth of the Tay to Stanley for the two previous years, I undertook the supervision of that section, also the opening of a new Road leading from opposite Campbell, on the south side of the South West, towards the Taxes River Bridge.

On the former of these lines the sum of £96 has been expended, and contracts, amounting to £21 13 6 are in progress, and on which payments have been made. On the latter line £101 19 4 has been expended; and as this is a section of country difficult to make a Road over, and having been entirely neglected previous to last Summer, it will require an annual Grant to some extent for some years to put it on a footing with other Roads of equal claims. There is a Bridge particularly required at William Slandish's farm, to give the settlers the full benefit of the Road made last year, which will cost from £40 to £50. Towards the end of last Summer I caused a line of Road to be run from a Settlement on the old Stanley Road to the River Tay, at or near the residence of Patrick Campbell, Esquire, where it would cross the Tay and connect with the new Stanley Road. This line of Road will run parallel with the side
line

line of the granted lands; will pass over good ground for a Road and Settlement, and will be a great saving of distance to the settlers it is intended to accommodate, going to and from Fredericton; and when opened up, will give an impetus to the industry of the inhabitants, which is in a languishing state at present for want of a Road. The sum of £100 would open up a Winter Road half width, which would afford a passage; and afterwards the Road might be completed by the Statute Labour of the inhabitants, and such assistance as the Legislature might from time to time be enabled to give.

The three small contracts at present uncompleted will be attended to, and the small balance in hand expended as soon as the contractors can be got to attend the work in the Spring.

I have, &c.

ALEXANDER GOODFELLOW.

To His Excellency Sir Edmund Walker Head, &c. &c. &c.

EXPLORATION ON FREDERICTON ROAD.

Report of Exploration on Fredericton Road, Parish of St. Andrews, by Jacob Young.

To His Excellency Sir Edmund Walker Head, Baronet, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

Acting in obedience to the duties required as Commissioner to explore the line of Road between the Baptist Meeting House situate on the Fredericton Road in the Parish of Saint Andrews, in the County of Charlotte, and Samuel Johnson's, I beg leave to submit the following Report:—Commencing at the Meeting House, I would recommend following the present old Road to a Bridge on M'Donall's north line, a distance of 169 rods; thence continuing on a straight line, viz., north 26 west by Magnet, 221 rods to Curry's Hill, pursuing a north easterly course 104 rods, in order to favour the descent of said Hill to the Lake Road; thence on a direct line N. 3 W., in order to avoid Bradford's Hill and a circuitous route, a distance of 252 rods, or until it strikes the present old Road; thence in order to favour the descent of Simpson's Hill, to cross the present Road on the same course and follow a north easterly direction, the natural course of a gully, 116 rods, across the present Road easterly in rear of Simpson's house until it strikes the present Road again a distance of 84 rods; thence following the old Road 39 rods, on leaving the old Road on the same course 72 rods across George Simpson's field to avoid a bend and bad hill on the present Road; thence crossing the present Road on a course north easterly a distance of one and a quarter miles to arrive at S. Johnson's.

This route would avoid many difficulties and shorten the distance on the old line, and I feel confident would unite public and individual interest to an extent beyond any other route, and is therefore after careful examination of the three several routes proposed, recommended.

I have, &c.

JACOB YOUNG.

Saint Andrews, 1st June, 1848.

FREDERICTON TO SAINT JOHN.

Report on Road from Fredericton to Saint John, by H. T. Partelow.

Fredericton, 17th February, 1849.

SIR,—I beg leave to submit the following Report for the information of His Excellency the Lieutenant Governor:—

The Road from Fredericton to Saint John, via Nerepis, under my supervision, was during the past year put in the best possible state of repair, and the system of gravelling followed

followed up wherever it was possible to do so; upwards of 1300 feet of the Oromocto Bridge was new covered one half its width, and the other half put in order by selecting and shifting the old plank; the Draw in the Bridge will require this year to be put in more easy working order, as also to make it more secure. Queen's Bridge, Mersereau Bridge, as well as several others, have been repaired, new railed, &c.

The past season was a very wet one, the hills on each side of the Road being high, whenever very heavy rains take place, the Road in many places is very seriously injured.

The Bridge over the South Bay will require some new covering, and the small Bridges will also require partial covering and railing, very serious damage is done to them by the furious manner in which they are driven over.

A small proportion of the Statute Labour was performed on the Road in the Counties of Queen's and King's Counties, and Saint John, the greater proportion being done on the Roads leading to new Settlements.

The travelling on the lower half of the Road has become very great, from the extensive and flourishing Settlements between the Nerepis Road and the main River and Saint John, as also from the two branches of the Oromocto River.

Should Her Majesty's Mails for Canada continue to be transported through this Province, I am of opinion that a Grant of not less a sum than was made for the past year will be required for the present.

I have, &c.

HENRY T. PARTELOW.

Hon. J. R. Partelow, &c. &c. &c.

NEWCASTLE TO RESTIGOUCHE.

Report on Roads from Newcastle to Restigouche, by David Crocker.

Miramichi, 29th October, 1848.

MAY IT PLEASE YOUR EXCELLENCY,

I have the honor to submit for Your Excellency's information, my Report as Supervisor of the Great Roads from Newcastle to Bathurst, and from thence to Campbelltown, Restigouche, for the past year.

The sums appropriated at the last Session for this service, are as follows: From Newcastle to Bathurst, three hundred pounds; from Bathurst to Belledune, three hundred pounds; and from thence to Campbelltown, five hundred pounds; the whole of which I have expended with the exception of fifty pounds, which still remains in the Treasury.

I had the honor to Report last year to Your Excellency's predecessor, Sir William Colebrooke, that on the line from Newcastle to Bathurst a new Bridge would be required across the Little Bartibog. In pursuance of such recommendation, I early in June took a contract for the erection of the Bridge, and had a very substantial one built, including the approaches, for seventy eight pounds, and the balance I have expended by repairs generally throughout, and in procuring a quantity of four inch plank requisite for covering the Bridges, a part of which still remains on hand for the purpose of repairs the ensuing season.

On the line from Bathurst to Campbelltown, I expended the sum of one hundred and sixty one pounds in erecting a Bridge with the approaches across the Tattagouche River; I also repaired and covered anew a number of Bridges in the County of Gloucester, besides keeping up the Road generally. On that part of the Road in the County of Restigouche, on which five hundred pounds was to have been expended, I advertised and took contracts for completing the Bridge across the ravine in the rear of the Town of Dalhousie, and for cutting down the hill, both of which had been contracted for the previous year and fully reported upon by me in my last Report, but I regret to say, that the contract for cutting down the hill still remains unperformed, and the sum of fifty pounds remains in the Treasury for that purpose, to be drawn when

when the work is completed. The balance of the Grant, after deducting the amount over-expended last year, I appropriated in repairing the Road and Bridges on the line that required the most particular and pressing attention.

That in-consequence of the weight of snow drifting in from the Bay Shore, the Bridge across Ultican's Brook, from its pressure, was broken down, and I was under the necessity of erecting a block for the support of the Bridge, and to insure the safety of travellers, which cost the sum of nine pounds eighteen shillings; this work was done under contract by one John Brown, of which three pounds eighteen shillings still remains due the Contractor, and will require to be paid out of the Appropriations for the ensuing year.

I feel it my duty to bring under Your Excellency's consideration, the state of the Bridge across the River Charlo. This Stream, when flooded by Spring Freshets, rises to a great height, and is very rapid. That about seven years ago I erected the Bridge with a span of fifty two feet, but from the rapidity of the Stream and other causes, the bank on the east side has been carried away, and the block on that side of the River, which when erected stood in the Bank, now has to sustain the weight of the Stream, and being undermined with the force of the current is in danger of being carried away. I should recommend that the block on the east side be taken down and erected on king posts with a span of seventy feet; this in my opinion would insure the safety of the Bridge, and I should recommend an Appropriation for that purpose.

On the line from Bathurst to Campbelltown, there are a number of large and extensive Bridges, a number of which will require to be covered anew, and will require to be provided for the ensuing year.

In my anxiety to carry the line throughout, and make it beneficial for the public service, I have to a certain extent neglected the small and necessary repairs which every Road much travelled upon annually requires, as such, and knowing that such repairs cannot be longer delayed, I should strongly request that a sum of at least three hundred pounds be appropriated exclusively for that purpose.

The Road from Dalhousie to Campbelltown has undergone but little repairs for a number of years, and is much worn out, and will require at least two hundred pounds to put it in a passable state.

The Road and several Bridges from Miramichi to Bathurst, will require attention early in the Spring, as many parts of the Road are much worn, and for which service I should recommend an Appropriation of at least three hundred pounds.

A special Grant of one hundred pounds was appropriated last Session, and placed in my hands for expenditure, to open a new line of Road from Dixon's Ferry to Corry's, Bartibog; which line is established by law as a part of the Great Road from Newcastle to Bathurst. In consequence of the line not having been fully established, I in the first place, employed a Surveyor with a small party of men, and finished the survey and staked the line, which cost the sum of ten pounds or thereabouts, after which, in carrying out the spirit of the Grant, I advertised and took contracts for opening up the Road a distance of nine miles and upwards, and fourteen feet in width, which exhausted the principal part of the Grant. As this road is now established as part of the Great Road, in order to render it beneficial for the inhabitants, a further Grant is absolutely requisite to erect Bridges and cut down hills on the line so as to make it passable.

I have transmitted my Account and Vouchers to the Auditor General, to which I would beg to refer Your Excellency.

All of which is respectfully submitted.

I have the honor to be
Your Excellency's most obedient servant,

DAVID CROCKER, *Supervisor.*

His Excellency Sir Edmund Walker Head, Bart., &c. &c. &c.

CHATHAM TO RICHIBUCTO.**Report on Road from Chatham to Richibucto, by David Crocker.***Miramichi, 29th December, 1848.*

MAY IT PLEASE YOUR EXCELLENCY,

My operations as Supervisor of the Great Road between Richibucto and Chatham having been brought to a close for the present season, I have great pleasure in submitting a Report of my official duties for Your Excellency's information.

Early in May as practicable, I proceeded through to Richibucto to ascertain the general state of the Road, and to be enabled to form an opinion what temporary repairs would be required to facilitate travelling, and preserve the Road from injury. I found it requisite to put on a small party by the day to make the necessary repairs, and in this way expended about fifteen pounds.

The amount appropriated by the Legislature for this Road, was four hundred and fifty pounds, together with a Special Grant of fifty pounds towards the Bridge across Daigle's Creek, within the line; out of which, I only drew from the Treasury and expended the sum of three hundred and fifty pounds, the balance, say one hundred pounds, on the Great Road, and the Special Grant of fifty pounds still remain in the Treasury; and I beg to submit my reason for not drawing the same. On examining Daigle's Creek, I found it would require a Bridge of six hundred and ten feet in length, and to be substantially built, would cost three hundred pounds or upwards, which was beyond the amount I could appropriate for that purpose, and spare from the other parts of the Road; I therefore concluded to take a Contract to wharf out two hundred and ninety feet on one side of the stream in a substantial manner, to be completed in the month of August next, for the sum of one hundred and thirty pounds, of which one hundred pounds is still in the Treasury. And that as materials for the purpose are more durable when procured in the winter season, I advanced the Contractor (who entered into good and sufficient bonds for the completion of the Contract) the sum of forty pounds, to enable him to do so; the remainder of the sum drawn I expended in continuing the Great Road from M'Almon's Creek to the new Bridge across the Richibucto River, and in repairing the Road from Daigle's Creek to Chatham, including the erection of two new Bridges on the line.

I consider it a matter of great importance that a Bridge of such an extent as is required across Daigle's Creek, should be substantially and permanently erected, as such Bridges, unless thoroughly built very soon get out of repair; that part already Contracted for, will, if finished agreeably to the Contract, be a most substantial job; and I strongly recommend that at least one hundred pounds over and above the Special Grant of fifty pounds, and the one hundred pounds already appropriated, and not drawn, be granted to complete this Bridge, which will enable the Supervisor to wharf out a like distance on the opposite side of the stream, and complete the centre, as contemplated by me in taking the Contract.

I have very frequently had occasion to bring before Your Excellency's predecessor in the Government of this Province, the great difficulty of keeping up this line, from the number and extent of the Bridges; and before closing this report, I feel it my duty to bring under Your Excellency's notice, some of the most prominent ones that will require to be rebuilt or repaired the ensuing season. The Bridge across the Kouchibouguac will require to be rebuilt the ensuing year, as the present one is very dilapidated and not worth repairing; the length will be upwards of two hundred feet; and to enable the Supervisor to make a thorough Bridge, and prepare a way for the Rails and Passengers during its erection, at least two hundred and twenty five pounds will be required, and I strongly recommend a sufficient sum be granted for that service.

About four years ago I rebuilt about one half of the Bridge across the Aldoine River, and repaired the remainder; but as the logs and stringers have become decayed, and that part otherwise injured, this Bridge will require an early attention, and must be repaired or renewed the ensuing season.

The

The Bridge across Black River will also claim the attention of the Supervisor the ensuing year, the present Bridge is not worth repairing, and to be rebuilt with the approaches, will cost at least one hundred pounds.

I have transmitted my Account and vouchers to the Auditor General, to which I would refer Your Excellency.

All which is respectfully submitted.

I have the honor to be
Your Excellency's most obedient servant,

DAVID CROCKER, *Supervisor.*

His Excellency Sir Edmund Walker Head, Baronet, &c. &c. &c.

DORCHESTER TO SHEDIAC.

Report on Road from Dorchester to Shediac, by John Welling.

To His Excellency Sir Edmund Walker Head, Baronet, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

SIR,—I have the honor to report to Your Excellency, that during the past year a large portion of the money granted for the Road under my charge was required for Bridges, and the Road to be kept good will require a Grant of one hundred pounds for the next year, at the least, in addition to the over-expenditure, seventeen pounds, which was required by Bridges being destroyed by the Freshet in August last, and the funds granted being then exhausted, and the Mail like to be stopped, I was obliged, to save delay, to let the re-building at once without reporting to Your Excellency; the cost was seventeen pounds; the parties wait for a Grant, as I have no funds.

I am your most obedient servant,

JOHN WELLING.

SHEDIAC TO RICHIBUCTO.

Report on Road between Shediac and Richibucto, by William Chandler.

Richibucto, 15th November, 1848.

SIR,—As Supervisor of the Great Road between Shediac and Richibucto, I have the honor to submit this my annual Report, as follows:—

Two of the abutments (one on the edge and the other in the channel of the River) of the Cocagne Bridge have settled, and become much injured from the undermining of the current and the action of worms. But what damage has resulted from the latter cause cannot be ascertained, neither can the cost of repairing be estimated until the abutments are partially taken down. Possibly from £40 to £50 may be sufficient to keep these abutments in a state of repair for about two years, and not longer. If, however, they are found to be in too bad a state to be repaired, the amount required in the ensuing Spring cannot be less than from £200 to £300, as one hundred and fifty feet of the Bridge will have to be rebuilt on the truss, or other similar principle, in consequence of its being impossible to remove the old channel abutment, with the ballast, or to rebuild on the same.

The Big Buctouche Bridge, which is 1500 feet long, having been built eleven years, is now in a very decayed state. The number of stringers on this Bridge are 120, each from 30 to 40 feet in length; several of them during the present year have broken; the replacing these and otherwise repairing the Bridge, I have been obliged to expend
upwards

upwards of seventy pounds, in order to keep it in a passable state. The next year £100 will be required for similar repairs. But as these repairs will not be permanent, and as a great portion of the timbers, above water, is in a rotten condition and constantly requiring to be replaced, I would beg to suggest if it would not be a saving to the Province at once to grant a sum sufficient to rebuild the Bridge from the water's edge.

The number of smaller Bridges on this line of Road is 80; many require more or less repairs every year, and several must in the ensuing year be rebuilt. The cost of rebuilding and repairing these Bridges I have estimated at £200.

A new piece of Road is indispensably required between the south end of the Richibucto Bridge and the Bridge over Beattie's Brook, as marked in red ink on the Plan herewith. The cost of opening this Road and building a new Bridge over said Brook, together with the price of the land, will probably amount to £150.

A great portion of the Road between Richibucto and Buctouche has recently been much cut up and injured from the hauling of heavy ship timber on a single pair of wheels. The repairing of this and the other end of the Road, under my supervision, cannot cost less than £200, besides the amount required for the Bridges and the Road near the Richibucto Bridge. The gross amount therefore required for the above mentioned work the ensuing year will be about £1300, apportioned as follows:—

Cocagne Bridge,	£250
Buctouche Bridge,	500
Smaller Bridges,	200
Road and Bridge at Beattie's,	150
Other Road,	200

£1300

I beg further to report, that in consequence of the heavy and unprecedented freshets and breaking down of Bridges, I have been compelled to expend the sum of £12 17 2 beyond the amount of the Warrant. As this amount was expended in repairing unexpected injuries, and for the mere purpose of rendering the Road passable, I would respectfully request that a Warrant may issue in my favour to reimburse the amount I have advanced.

I have the honor to be, Sir,
Your obedient servant,

WILLIAM CHANDLER, *Supervisor.*

The Honorable John R. Partelow, *Prov. Secretary.*

MIRAMICHI TO BATHURST, VIA POKEMOUCHE.

Report on Road from Miramichi to Bathurst, via Pokemouche, by J. Davidson.

Miramichi, January 15, 1849.

SIR,—As Supervisor of the Great Road round the Coast from Miramichi to Bathurst, via Pokemouche, I beg leave to submit the following Report for the information of His Excellency the Lieutenant Governor:—

Early in the Spring I examined the whole line, and found on such examination that a great part of the Road was in a bad state, owing to the very small sums appropriated towards opening and repairing the same. That part of the Road between Benjamin Sullivan's and the South Branch of Caraquet, was almost impassable for travellers with horses, and the line was by no means a proper one, as it was opened by Commissioners appointed from time to time with very limited means, and the Road was made very imperfectly, without ever having a proper line explored.

I therefore turned my attention to that part of the Road, and having employed assistants, I explored a proper line and marked it off carefully, from the Ferry on the South Branch of Caraquet, to Pockshaw, nearly twelve miles; and so anxious were the

the inhabitants living in the neighbourhood to have a proper line run out, that some of them gave their assistance gratuitously for this service. I have made the usual charge in my account as is customary with other Supervisors when they employ a Surveyor. After having run out and marked the line, I took contracts by public auction for opening the Road between Caraqueet Ferry and Benjamin Sullivan's, a distance of five miles; but as part of the Road passes through low moist land, and the latter part of the Summer being more than usually wet, one of the Contractors, Daniel Foby, was unable to complete his contract, although in a forward state; and this leaves a balance of £16 7 10 in my hands, which would have been paid over to him had the contract been completed; he will however finish it early next season. The Bridge over Bartibog River, 800 feet long, had become very dangerous, so much so as to impede the travelling, and I considered that a temporary repair would only be throwing away so much money. I therefore took a contract by auction for repairing the same, and besides removing all the decayed and rotten logs, gave it a new covering, and it will now last for several years without any further repair. The remainder of the Grant was expended in repairing the worst parts of the Road and sundry small Bridges, as will appear on reference to my account. I would beg leave to observe, that the distance from Goodfellow's, round the Coast, to Bathurst, is one hundred and ten miles, and as the travelling has increased very much since the Road has been opened, it will be impossible to keep it in repair with the small sums usually appropriated by the Legislature.

I would also beg leave to bring under the notice of His Excellency, that the lower part of the County of Northumberland, and the lower part of the adjoining County of Gloucester, is becoming daily of more importance from its extensive Fisheries and other Mercantile pursuits; and trust that His Excellency will be pleased to recommend this Road to the Legislature as claiming particular attention, although heretofore very much neglected. I subjoin a statement of the probable amount that would be actually required to accomplish the more immediate and necessary repairs and improvements on the said Road during the ensuing season.

I have, &c.

JAS. DAVIDSON, *Supervisor.*

Hon. John R. Partelow, &c. &c. &c., Fredericton.

From Bathurst to Salmon Beach, a new line, no part of which is opened, distance six miles,	£300	0	0
For a Bridge over Little Pockshaw,	30	0	0
From Pockshaw to Grand Ance,	100	0	0
Bridge over Caraqueet Mill Stream, near the old Church,	100	0	0
From Blackhall's to Pokemouche,	50	0	0
From where the Road is completed to Gould's Ferry,	500	0	0
	<u>£1,080</u>	<u>0</u>	<u>0</u>

SAINT JOHN TO HAYWARD'S MILLS,—QUACO,—HEAD OF BELLISLE.

Report on Roads under the Supervision of Robert S. Matthew.

Hampton, 26th January, 1849.

SIR,—I beg leave to submit for the information of His Excellency the following Report, relative to the present state of the Great Roads under my supervision:—

The Great Road from Saint John to Hayward's Mills, notwithstanding the constant damage sustained from the incessant and unprecedented rains of the past Summer, continued till late in the Fall in very excellent condition. The Bridges on this line are likewise all in good repair, with the exception of the Bridge crossing the Salmon River near M'Leod's; this Bridge will require to be renewed early in the Spring, at a cost of from thirty to forty pounds. There is likewise a part of this Road, lying between

between the Village of Hampton and Hampton Church, a distance of about one mile and a quarter, which, from its bleak and exposed situation, is almost constantly blocked up with snow drifts during the Winter months, much to the annoyance of travellers, and giving great trouble to the inhabitants in the vicinity.

By altering this part of the Road, and carrying the same either to the eastward or westward of the present line; a perfectly level route may be obtained, and which, I have no doubt, would in a great measure obviate the difficulties at present experienced from snow drifts. This alteration would cost from one hundred and fifty to two hundred pounds.

Owing to the great number of long wooden Bridges, the constant increase of travelling, together with the great damage sustained from freshets and rains, when the frost is leaving the ground in the Spring, this Road will require a large annual Grant to keep it in repair.

The Great Road from Saint John to Quaco is every year undergoing a marked improvement, but much of the country through which it passes is so extremely rough and hilly that a large outlay will yet be required on the same to make it a good Road. I should say that about two hundred and fifty pounds would be sufficient the coming year; £75 of which to be applied to the completion of an alteration already cut out and ready for turnpiking, commencing at the junction of the old Westmorland and Quaco Roads, near Lilly Brook, and running down below the late Frog Pond House (so called); £50 for cutting down the two hills above the Nail Factory, and building a Bridge over the Cold Brook Stream; and the remaining £75 to be applied between Lilly Brook and Quaco.

The Great Road from the Head of Bellisle to Saint John, likewise under my supervision, is in most excellent condition, with the exception of about three miles in the contra, viz. from Maby's Farm to Pickett's Mills; this part of the Road runs over a succession of high hills, and which can be avoided by carrying the same more to the northward, where an excellent line has already been explored and surveyed, and to complete which would cost about three hundred pounds, exclusive of damages to the owners of the land. A Steam Ferry Boat has been established between Gondolo Point and the Kingston side, which makes this alteration a desirable one for parties travelling this Road.

I have the honor to be, Sir,
Your most obedient servant,

ROBERT. S. MATTHEW.

Hon. J. R. Partelow, Provincial Secretary.

HAYWARD'S MILLS TO NOVA SCOTIA LINE.

Report on Road from Hayward's Mills to Nova Scotia Line, by Bliss Botsford.

Monkton, 29th January, 1849.

SIR,—I have the honor to state for the information of His Excellency the Lieutenant Governor, that the accounts with the vouchers for the expenditure of the several sums of money granted for the Great Roads under my supervision, have been duly transmitted to the proper authority for audit, and to make the following Report:—

It will be borne in mind by Your Excellency, that since my Report of last year, Her Majesty's Government have determined to transmit the Mails from England to the Canadas through this Province, and no doubt it will depend altogether upon the efficient state of the grand postal route, whether this boon will be continued; and I have to observe, that that part of the line which is under my supervision, is not in that efficient state which its importance would require; and it is only necessary to allude to this circumstance, in order that the Legislature may be induced to increase the amount of its annual appropriations for that line.

A great portion of the money granted last year was expended in the following expensive and important works, viz: erecting a Bridge over the Petitcodiac River; repairing the

the Truss Bridge over the Missiquash River; completing the new Truss Bridge over the Memramcook River; and repairing the Bridge over the Tantamar River, on the old line of Road; consequently I had not much funds to apply to the turnpike. This Your Excellency will readily perceive, will be another cogent reason for an increase of the grant for the ensuing season.

The heavy freshets of the last season have very materially injured a greater portion of this line of Road, particularly the culverts and small Bridges, as well as the hills, and they will require a thorough repair in the ensuing Spring.

I have also to state that the Aboideau over Fox Creek was carried away by the freshet; this Aboideau protected the Bridge over that Creek, and a portion of the Great Road over a certain piece of Marsh, from the tides, and since its destruction they become at high water impassable. The proprietors of this Marsh have expressed to me their intention of rebuilding this Aboideau, and as it is customary for the Government to bear a certain portion of the expense when it is used as a Great Road, or protects the communication from the tides, it will require at least seventy pounds for that purpose; and in case the owners fail to rebuild the Aboideau, a larger sum will have to be expended in securing the Road and Bridge from the tides.

A new Bridge over Jones' Ravine will be required next season, the estimate for which I put down, if built with stone, seventy pounds; the Causeway and Bridge over Horseman's Creek will also require thirty pounds; this was injured by the last freshet, and a contract was entered into to repair it last Summer, but was not completed in consequence of the want of funds.

The Great Road from Shediac to Petitcodiac has also been very much cut up during the Fall travelling, and injured in consequence of the unprecedented heavy rains and freshets.

I have the honor to be, Sir, your obedient humble servant,

B. BOTSFORD, *Supervisor.*

Honorable John R. Partelow, Provincial Secretary.

HILLSBOROUGH TO FERRY POINT.

Commissioners Report on Exploration of Road from Hillsborough to Ferry Point.

Hopewell, County Albert, January 18, 1849.

MAY IT PLEASE YOUR EXCELLENCY,

Having been appointed by Your Excellency to explore an alteration in the line of Road from Hillsborough to Ferry Point, in Hopewell, in this County, and as the route to be explored was nearly all the way through the woods and wilderness, we, after having gone over the route ourselves, deemed it advisable to employ a Surveyor to make a survey of the line.

The Road now travelled is very crooked, with a succession of extremely difficult hills and vaults, we therefore found by leaving the old route near Alexander Stèves', and diverging to the eastward about one hundred rods, and then running a southerly direction to the present Road, near the Court House, being a distance of four miles, by this route the land is nearly level, and the distance shorter than the old route by about half a mile. There will be two Bridges to make on this route, which will cost about one hundred and fifty pounds each; but as there is one large Bridge on the old route which will have to be rebuilt immediately if the Road remains where it now is, there will be but little difference in that respect; therefore as this is a line of Road which all the upper part of this County will travel on their way to the public buildings, it is very desirable that some alteration should be adopted to avoid the almost impassable aforementioned hills; we therefore recommend that the alteration be immediately adopted, or as soon as practicable, and that no more public money be expended on the present Road.

Respectfully submitted by Your Excellency's most obedient servants,

WM. WALLACE, }
WM. CALHOON, } *Commissioners.*

To His Excellency Sir Edmund Head, Lieutenant Governor, &c. &c. &c.

SAINT JOHN TO SAINT ANDREWS.

Reports on Road from Saint John to Saint Andrews, by George Anderson.

Musquash, 7th November, 1848.

SIR,—I have the honor to submit for His Excellency's consideration the following particulars relating to the Lepreau Bridge, and other matters on the line of Road under my supervision :—

Agreeably to His Excellency's directions, when we met on the Road this season, I proceeded to make an estimate of the probable cost to repair thoroughly the Bridge alluded to, but thinking that it might be more advantageously done by publicly advertising for tenders for the repairs thereof, according to a certain plan and specification, I gave public notice to that effect, the result of which has been the receipt of no less than fourteen tenders or applications to do the required work. They vary in amount from £110 to £58 10. I think that the parties proposing for this least sum may be depended upon to do the work properly. The work should be commenced so soon as the ice on the Lepreau River forms sufficiently strong to allow teams to pass over the River, whence it may be completed without delay.

I have also to submit for His Excellency's consideration and direction the facts of the injuries done and occasionally occurring to the Bridges on my Road by the fastening of loaded scows and wood-boats to them, which tears off the side rails, and otherwise causes damage. At this present time there is not less than 52 feet of hand rail torn off the Abercrombie Bridge, at Musquash, and the same thing is constantly occurring here; and so far as I am enabled to ascertain by reference to the Provincial Statutes, there is no summary remedy provided for the Supervisor to punish the perpetrators, who being generally transient persons, it is difficult to get hold of; yet if the Supervisor had the same power to punish, on conviction, in these cases as is provided by 5th Victoria, cap. 8, for disorderly driving, &c., I think that this evil might be abated.

I am, &c.

G. ANDERSON, *Supervisor.*

To the Hon. John R. Partelow, Prov. Secretary, &c. &c. &c., Fredericton.

Musquash, 13th January, 1849.

SIR,—Accompanying my annual Accounts as Supervisor of the Great Road between Saint John and Saint Andrews, which I herewith enclose, I beg most respectfully to submit as follows :—

The Bridges on the Road are now in tolerable good repair, excepting the Lepreau Bridge, which, unless advantage be taken to repair it (as I stated in a former communication which I had the honor to submit for His Excellency's consideration, by His command, who in travelling the Road inspected the same,) during the Winter, it will be very dangerous in the Spring, and the repairing it then will be attended with more trouble and expense, besides the inconvenience of stopping the communication, as during the repairs horses could not be got over the River; all which trouble and inconvenience can only be obviated by the method I proposed, viz. of doing the job while the ice in the River forms a Road over it.

The Wellington Bridge, over the Digdeguash River, which was repaired in 1847, again required repairs last year, which I had put upon it; the injury to this Bridge is caused altogether by the fastening thereto of boats, vessels and rafts, which I think I stated before as applicable to other Bridges on the Road, and for punishing which, the law, so far as I can ascertain, point out no summary method to me. Another cause of injury to this Bridge is the continual mass of slabs and edgings that bear against it, being thrown into the River from the Mills.

I had built last year a small Bridge across M'Nab's Brook, (so called).

The Bridge across the Magaguadavic Falls was repaired with new hand rail, and sundry minor requisites. This Bridge is injured very much by the constant practice of fastening booms to it for the security of timber.

The

The Popologan Bridge has been thoroughly repaired as I proposed in my Report transmitted in January last.

The Abercrombie Bridge at Musquash, to which I particularly adverted in my Report alluded to, has been completed by Mr. Messinett agreeably to his contract, to my satisfaction. This Bridge is constantly receiving injury and damage from slabs and edgings laying against it, and the upper works from scows and woodboats fastening thereto. With regard to this nuisance I would respectfully suggest the necessity of passing a very stringent Act to prevent the like for the future. These Bridges, I may add, receive actually more damage yearly from the causes I have enumerated, than they would sustain in five years from ordinary wear and tear, these causes of complaint being removed.

As regards the Road, I beg to state that it is in tolerable order, as His Excellency might have noticed in travelling it last year; after the rains in the autumn it was considerably cut up; I think £500 will be a sufficient sum for this Road the ensuing season.

I have the honor to be, Sir,
Your very obedient servant,

G. ANDERSON, *Supervisor.*

The Hon. F. P. Robinson, Esq., Auditor General, &c. &c. &c., Fredericton.

ROADS IN CHARLOTTE COUNTY.

Report on Great and Bye Roads in Charlotte County, under the Supervision of William H. Mowat.

Saint Andrews, 26th December, 1848.

SIR,—Herewith I beg leave to enclose for the information of His Excellency my Report on the Great and Bye Roads under my supervision in the County of Charlotte.

I have the honor to be, Sir,
Your most obedient servant,

W. H. MOWAT, *Supervisor.*

Hon. John R. Partelow, Prov. Secretary, Fredericton.

Report on the Great Road from Maguadavic to Saint Andrews and Waweig, to Saint Stephen, as also the Road from Roix's to its junction with Saint Stephen Great Road, and the Road from Moore's Mill to M'Can's Corner.

MAY IT PLEASE YOUR EXCELLENCY,

Commencing on the Fredericton Road at the Bridge across the Maguadavic which has been covered lengthwise twelve feet in width with three inch hemlock plank. Partial repairs have been made on the Upper Trout Brook Bridge, and public sales to the extent of nineteen contracts made, extending to the Digdeguash Bridge, for skirting, gravelling and repairing the Road, which has been performed. From Digdeguash Bridge to the Waweig, public sales to the extent of fourteen contracts for removing rocks, repairing water courses, skirting, turnpiking, and gravelling, has been effected. A Bridge 120 feet in length across Goldsmith Stream, has been rebuilt, raised three feet higher than the former, covered with cedar and gravelled; 260 rods turnpiked 28 feet in width, and gravelled, with four culverts thereon of stone and cedar.

The alteration recommended by J. Young, Esquire, across Simpson's and M'Farlane's, to the extent of 85 rods, has been turnpiked, gravelled and finished, with necessary stone and cedar culverts thereon. Another alteration, as recommended, to the extent of 306 rods, between Curry's Hill and M'Lauchlan's, has been effected, turnpike 28 feet in width, raised 3 feet in the centre, with stone and cedar culverts where necessary. On the Saint Stephen Road, two Bridges have been built of 60 and 120 feet in length and 20 feet in width, the abutments of stone, 14 feet in the centre, arched

arched with cedar, gravelled and finished complete; 340 rods graded, turnpiked and gravelled; a hill eased and culverts repaired; a new abutment at the north west end of Waweig Bridge, buttresses planked, four new stringers, and other repairs necessary have been attended to.

On the Road from Roix's, commencing at the Saint John Road and proceeding to its junction with the Road on the east side of Digdeguash, 529 rods opened and cleared 24 feet in width, grubbed and levelled one rod in the centre, and 134 rods turnpiked, and causeway with culverts, &c.; a Bridge 180 feet in length, 20 feet in width, and 14 feet in height, built of hemlock, covered with hewed hemlock and spruce, railed and finished. Proceeding on the Road on the east side and crossing the Digdeguash River on the Glenelg Road Bridge, and continuing on the Road on the west side of the River toward the Rolling Dam Road, on an east and west course, 450 rods, and have been opened and cleared 24 feet in width, and levelled one rod in the centre. From Rolling Dam Road, intersecting the Fredericton Road, and crossing the Waweig Stream on a straight east and west course, the distance 874 rods to its junction with the Board Road leading to Saint Stephen, has been opened 24 feet in width, one rod in the centre grubbed and levelled, ditches and water courses where necessary.

A Bridge across the Waweig Stream 120 feet in length, 20 feet in width, and 10 feet in height, built of hemlock, covered with cedar, ballasted, railed and gravelled. A Bridge across West Brook, 60 feet in length, 20 feet in width, 6 feet in height, covered with cedar, railed and gravelled, 20 rods of raised causeway as approaches thereto completed; liabilities to the amount of ten pounds have been incurred in clearing out this Stream to prevent overflow and damaging this Bridge and causeway, as it was found necessary after completion of the contract.

The Road from Moore's Mill to M'Can's Corner has been completed, 319 rods cleared 24 feet in width, 18 feet in the centre ditched and gravelled where necessary.

In estimating the expense on the different Roads for the year 1849, after mature consideration, I should state £150 on Roix Road; £250 on Magaguadavic to Saint Andrews; £150 on Saint Stephen to Saint Andrews; Total £550.

The accounts with necessary vouchers have been forwarded in due season to the Office of the Auditor General, to which I beg leave to refer.

Respectfully submitted.

I have the honor to be

Your Excellency's obedient servant,

W. H. MOWAT, *Supervisor.*

Saint Andrews, 26th December, 1848.

His Excellency Sir Edmund Walker Head, Bart.,
Lieut. Gov. and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

REPORTS ON PUBLIC ACCOUNTS.

GREAT ROADS.

Audit Office, Fredericton, 27th February, 1849.

Report upon Accounts furnished by Supervisors of Great Roads.

No. 1. WILLIAM CHANDLER, SUPERVISOR.

Grant 1848—Road from Shediac to Richibucto,	£400	0	0
Expenditure, including 5s. paid for removing a dead Horse from the Road,	£371	15	2
Commission on the Appropriation,	40	0	0—
		411	15
		2	
Over-expenditure,		£11	15
		2	

Mr. Chandler in his Account charges per centage on the over-expenditure 22s., which the Auditor has deducted as being contrary to law.

No. 2. L. R. COOMBES and P. C. AMIRAUX, SUPERVISORS.

Grants 1848—Road from Grand Falls to Canada Line,....	£900	0	0
Road from Grand Falls to American Line,	50	0	0
		£950	0
		0	0
Not drawn, part of Grant to Canada Line,	£351	19	0
Expenditure on the Canada, including £90 paid A. B. Hammond for Timber for the Quisibis Bridge, and not used, as the building of the Bridge was suspended by order of Government,	449	16	0
Expenditure on Line to American Boundary,	45	0	0
Commission retained on the Appropriation,	95	0	0
		941	15
		0	
Unexpended—In Mr. Amiraux hands,	£7	10	0
In Mr. Coombes hands,	0	15	0—
		£8	5
		0	

Explanatory Letters accompany the Accounts.

No. 3. JAMES KETCHUM, SUPERVISOR.

Grant 1848—Woodstock to Grand Falls,	£1,125	0	0
Farther Warrant issued by Government in 1848,	150	0	0
		£1,275	0
		0	0
Expenditure, £1,139 13 7: Commission, £127 10s.,	£1,267	3	7
Due the Supervisor, December 31, 1847,	4	18	10
		1,272	2
		5	
Due by the Supervisor, December 31, 1848,		£2	17
		7	

£200 of the Grant was expended, Mr. Ketchum states, on the new line of Road explored by Brown and Hayward.

No. 4. JAMES KETCHUM, SUPERVISOR.

Grants 1848—Road from Woodstock to Houlton,	£75	0	0	
Road from Pickard's Store to the Lines,	50	0	0	
				<u>£125 0 0</u>
Expenditure, and Commission 10 per cent.,				<u>£125 0 0</u>

No. 5. BLISS BOTSFORD.

Grants of 1847—Not drawn in that year,	£359	0	0	
Grants of 1848—Nova Scotia Line,	£850	0	0	
Bend to Shediac,	100	0	0	
Advance for repairs, (N. S. Line,)	116	0	0	
				<u>1,066 0 0</u>
				<u>£1,425 0 0</u>
Expenditure and Commission in 1848,	£1,404	5	6	
Over-expenditure in 1847 over sums drawn,	52	3	10	
				<u>1,456 9 4</u>
Over-expenditure,				<u>£31 9 4</u>

No. 6. DAVID CROCKER, SUPERVISOR.

Grant 1848—Road from Chatham to Richibucto,				£450 0 0
Expenditure,	£312	13	10	
Commission on £350,	35	0	0	
Over-expenditure in 1847,	2	15	1	
Not drawn in 1848,	100	0	0	
				<u>450 8 11</u>
Over-expenditure,				<u>£0 8 11</u>

No. 7. DAVID CROCKER, SUPERVISOR.

Grant 1848—Road from Miramichi to Bathurst,				£300 0 0
Expenditure, £244 19 9: Commission, £30,	£274	19	9	
Over-expenditure in 1847,	24	16	10	
				<u>299 16 7</u>
Unexpended,				<u>£0 3 5</u>

No. 8. DAVID CROCKER, SUPERVISOR.

Grant 1848—Bathurst to Campbellton,	£800	0	0	
Due from last Audit,	58	2	1	
Due on Bathurst Bridge, Grant of 1847,	1	19	1	
				<u>£860 1 2</u>
Expenditure in 1848, and Commission on £750,	£706	13	11	
Not drawn in 1848,	50	0	0	
Amended vouchers, payments to Gavin in 1847,	13	17	5	
Of the Appropriation of 1847, £100, less 10 per cent., was accounted for specially, (Bathurst Bridge,) whilst the whole Grant was charged in the Great Road Report, off	90	0	0	
				<u>860 11 4</u>
Due the Supervisor,				<u>£0 10 2</u>

No. 9. DAVID CROCKER, SUPERVISOR.

Grant 1848—Dixon's Ferry to Bartibog,	£100 0 0
Expenditure and 10 per cent. Commission,	£97 9 11
He claims a balance from 1847 of	0 9 0
	<u>97 18 11</u>
Balance due by Mr. Crocker per Account,	£2 1 1
Supplies from J. Johnston in 1847, unvouched,	0 12 10
	<u>£2 13 11</u>

No. 10. GILBERT WILLIAMS, SUPERVISOR.

Grant 1848—Road from Gagetown to Nerepis Road,	£75 0 0
Expenditure and Commission 1848,	£58 6 1
Over-expenditure 1847,	14 4 4
	<u>72 10 5</u>
Due by the Supervisor,	<u>£2 9 7</u>

No. 11. HENRY T. PARTELOW, SUPERVISOR.

Grant 1848—Road from Fredericton to Saint John, via Nerepis,	£800 0 0
Over-expenditure in 1847,	£119 19 7
Expenditure in 1848,	523 13 6
Commission on Appropriation,	80 0 0
	<u>723 13 1</u>
Due by the Supervisor,	<u>£76 6 11</u>

No. 12. L. B. RAINSFORD, SUPERVISOR.

Grant 1848—Road from Eel River to Digdeguash,	£275 0 0
Unexpended in 1847 of that year's Grant,	35 16 1
	<u>£310 16 1</u>
Expenditure in 1848, including £5 personal services of the Supervisor, and Commission,	£304 1 7
Off—Personal services specially reported upon,	5 0 0
	<u>299 1 7</u>
Due by the Supervisor,	<u>£11 14 6</u>

No. 13. L. B. RAINSFORD, SUPERVISOR.

Grant 1848—Road from Fredericton to Magaguadavic, ...	£250 0 0
Over-expenditure in 1847,	£2 16 9
Expenditure in 1848, and Commission, per Account,	£260 9 7
Off—Defective vouchers, (to be amended,) 6 3 0	
	<u>254 6 7</u>
	<u>257 3 4</u>
Over-expenditure,	£7 3 4
Do. on the Waweig Road,	0 0 3
	<u>£7 3 7</u>

No. 14. JAMES FAIRWEATHER, SUPERVISOR.

Grant 1848—Road from Hampton to Bellisle,	£75	0	0	
“ 1847—Balance unexpended,	74	14	4	
				£149 14 4
Expenditure and Commission,				146 19 4
Due by the Supervision,				<u>£2 15 0</u>

No. 15. JOHN M'ALMON, SUPERVISOR.

Grants 1848—Road from Salisbury to Harvey,	£270	0	0	
Expenditure and Commission,	£270	0	0	

A balance of 8s. 6d. remains due to Mr. M'Almon for over-expenditure in 1847.

No. 16. HENRY T. PARTELOW, SUPERVISOR.

Grant 1848—Road from Oromocto to Gagetown,	£100	0	0	
Expenditure and 10 per cent. Commission,	93	5	9	
Unexpended per Account,	£6	14	3	

The Law sanctions a charge of only 5 per cent. Commission on this Road, 10 per cent. has always been charged. At 5 per cent. £13 19 3 will be due the Province

No. 17. GEORGE ANDERSON, SUPERVISOR.

Grant 1848—Road from Saint John to Saint Andrews,	£500	0	0	
Due for Audit of 1848 on this Line,	6	10	8	
“ “ 1847 on the line from Correy's,	23	15	3	
				£530 5 11
Expenditure in 1848 and Commission, per Account,	£499	13	6	
Off—No. 32, J. Jackson, no receipt furnished,	2	5	0	
	£497	8	6	
Expenditure in 1846, per voucher now furnished,	23	5	0	520 13 6
Due by the Supervisor,				<u>£9 12 5</u>

No. 18. ROBERT MATTHEW, SUPERVISOR.

Grants 1848—Road from Saint John to Hayward's Mills,	£1,050	0	0	
“ “ Saint John to Bellisle,	100	0	0	
“ “ Saint John to Quaco,	200	0	0	
				£1,350 0 0
Over-expenditure in the year 1847,	£95	8	11	
Expenditure in 1848, and Commission,	1,333	16	8	
				1,429 5 7
Over-expenditure,				<u>£79 5 7</u>

No. 19. ISAAC GROSS, SUPERVISOR.

Grant 1848—Road from Steeves to Hillsborough,	£250	0	0	
Expenditure and Commission,	249	19	0	
Due the Province on this Account,	£0	1	0	

Mr. Gross' Account is sworn to and vouched, but he has not signed it. £2 is due by him on his expenditure in 1847, vide No. 24, in Report of 1848.

No. 20. JOSEPHUS MOORE, SUPERVISOR.

Grant 1848—Road from Oak Bay to Digdégwash River, on the line to Eel River,	£275	0	0	
Report of 1848—Balance unexpended,	2	1	3½	
				<u>£277 1 3½</u>
Expenditure and Commission,				<u>£277 1 3½</u>

No. 21. WILLIAM H. MOWAT, SUPERVISOR.

Grants 1848—Road from Magaguadavic to St. Andrews, £350	0	0	
Road from Saint Andrews to St. Stephen, 150	0	0	
Road from Roix's to Saint Stephen, 250	0	0	
Road from M'Cann's to Moore's Mills, 50	0	0	
			<u>£800 0 0</u>
Expenditure and 10 per cent. Commission,	£805	10	6
Over-expenditure in 1847,	17	13	11½
			<u>823 4 5½</u>
Over-expenditure per Account,			<u>£23 4 5½</u>
Off—Payments in excess, in error,	£1	3	10
5 per cent. over-charge of Commission on the Roads from Roix's and from M'Cann's, they not being on the list of Great Roads,	15	0	0
			<u>16 3 10</u>
Actual over-expenditure,			<u>£7 0 7½</u>

No. 22. JAMES DAVIDSON, SUPERVISOR.

Grants 1848—Road from Miramichi to Bathurst, via Pockmouche,	£350	0	0	
Report of 1848—Balance unexpended,	2	1	5	
				<u>£352 1 5</u>
Expenditure and Commission,	£309	8	7	
Scow for a Ferry,	15	0	0	
Commissioner exploring new line, 15 days, at 15s.,	11	5	0	
				<u>£335 13 7</u>
Off—Charge for exploring,	11	5	0	
				<u>324 8 7</u>
Balance unexpended,				<u>£27 12 10</u>

No. 23. ALEXANDER GOODFELLOW, SUPERVISOR.

Grant 1848—Road from Fredericton to Newcastle,	£900	0	0	
Over-expenditure in 1847 as audited,	£59	14	5	
Expenditure in 1848, and Commission,	813	4	4	
Paid John Wilson, Grant for Team Ferry Boat,	25	0	0	
Interest paid on over-expenditure,	10	9	4	
				<u>£908 8 1</u>
Off—Charge for Interest, the Auditor cannot pass it,	10	9	4	
				<u>897 18 9</u>
Due by the Supervisor,				<u>£2 1 3</u>

No. 24. ALEXANDER GOODFELLOW, SUPERVISOR.

Grant 1848—South West Miramichi Bridge on the Great Road from Fredericton to Miramichi,	£200	0	0
Over-expenditure in 1847 per audit,	£78	12	1
Expenditure in 1848, and 10 per cent. Commission,	323	9	1
	<u>£402</u>	<u>1</u>	<u>2</u>
Off—Over-payment on Lumber, (W. M'Kay,)	0	2	6
		<u>401</u>	<u>18 8</u>
Due Mr. Goodfellow,	£201	18	8

A further sum of £57 11 11 appears to be due for work performed on the Bridge, as per detailed unvouched Account furnished.

No. 25. ALEXANDER GOODFELLOW, SUPERVISOR.

Grant 1848—Road from Fredericton to Woodstock, Canada Line,	£1,050	0	0
Government Order on Treasurer for repairs,	100	0	0
	<u>£1,150</u>	<u>0</u>	<u>0</u>
Over-expenditure in 1847, Nos. 17-28,	£33	14	7
Further payments, March 1847, supplementary memo- randum to No. 28,	200	4	2
Expenditure in 1848, and Commission,	1,143	14	7
Supervisor's time and expenses, exploring at Colonel Maclauchlan's,	7	10	0
Interest paid on advances,	24	7	7
	<u>£1,409</u>	<u>10</u>	<u>11</u>
Off—Charge for exploring,	£7	10	0
Charge for Interest paid,	24	7	7
		<u>31</u>	<u>17 7</u>
		<u>£1,377</u>	<u>13 4</u>
Due the Supervisor,	£227	13	4

No. 26. JOHN WELLING, SUPERVISOR.

Grant 1848—Road from Shediac to Dorchester,	£75	0	0
Expenditure and 10 per cent. Commission,	75	13	1
Over-expenditure,	<u>£0</u>	<u>13</u>	<u>1</u>

No. 27. NATHANIEL HUBBARD, SUPERVISOR.

Grant 1848—Road from Fredericton to the Finger Board,	£400	0	0
Balance unexpended from 1847,	3	5	8
	<u>£403</u>	<u>5</u>	<u>8</u>
Expenditure and Commission,	£388	11	8
Claim for extra services,	10	0	0
	<u>£398</u>	<u>11</u>	<u>8</u>
Off—Claim for extra services,	10	0	0
		<u>388</u>	<u>11 8</u>
Due the Province,	£14	14	0

No. 28. GEORGE OULTON, SUPERVISOR.

Grant 1848—Road from Cole's Island to Cape Tormentine,	£225	0	0
Over-expenditure in 1847,	£0	13	0
Expenditure in 1848, and 10 per cent. Commission,	216	12	3
			<u>217 5 3</u>
Due the Province, and held, Mr. Oulton states, to pay a Contract not yet completed,			£7 14 9

F. P. ROBINSON, Auditor General.

Audit Office, 20th March, 1849.

Report upon the claims of sundry Supervisors and Commissioners for Special Services performed by them.

No. 1. ISAAC GROSS, SUPERVISOR.

This is Mr. Gross' detailed Account of five days' services exploring and laying out a part of the Road from Salisbury to Steves' (under his supervision,) viz:—

In May, 1847,	}	2 days travelling,					
		1 " storm stayed,					
		2 " exploring,					
		5 " at 8s.					
							£2 0 0

The Account is sworn to.

No. 2. NATHANIEL HUBBARD, SUPERVISOR.

This is Mr. Hubbard's Account of ten days employed, and expenses in laying out Road, and getting a Jury to assess damages according to Law, at 20s.

£10 0 0

The Account is sworn to, the services were performed in 1848, no further details or date are furnished.

No. 3. JAMES DAVIDSON, SUPERVISOR.

15 days personal services, surveying, exploring and running out a new line of Road from the South Branch of Caraquet to Pockshaw, a distance of between 11 and 12 miles, at 15s.

£11 5 0

Mr. Davidson states, that the above service was necessarily performed before he could lay out the Grant of 1848, and that had he not done it himself he would have had to employ another Surveyor; the charge is included in his Account of 1848, as Supervisor, which Account is sworn to.

No. 4. L. B. RAINSFORD, SUPERVISOR.

6 days personal services, exploring a new line of Road from Estey's to the Palfrey, on the Oak Bay Road, at 15s., and expenses 10s.

£5 0 0

The charge is comprised in Mr. Rainsford's Great Road Account, which is sworn to; the change in the Road was authorized in Council the 15th September, 1848, and the service was performed toward the close of that month.

No. 5. ALEXANDER GOODFELLOW, SUPERVISOR.

Services in 1848, exploring, staking and selling alterations in the Canada Line of Great Road, at Pierre Paul Creek, in Kingsclear, which duty was directed to be performed by the Executive, but the order to proceed with the new line was countermanded after the sale, in consequence of local difficulties and obstacles, which, the Supervisor states, cost him an extra trip from Miramichi and four days extra labour on the spot, charged at £7 10 0

The Great Road Account, of which the above formed an item, is sworn to.

No. 6. ALEXANDER GOODFELLOW, SUPERVISOR.

These are charges made by Mr. Goodfellow for interest paid and payable by him for advances received from the Commercial Bank, Newcastle, to meet over-expenditure on the following public works:—

South West Miramichi Bridge,	£16 11 10
Great Road, Fredericton to Newcastle,	10 9 4
Do. Fredericton to Woodstock,	12 13 4
	<hr/>
	£39 14 6

Mr. J. C. Allan, Cashier, certifies to the above items, and particularizes the purposes for which the monies were obtained, agreeing with the above charges, excepting in one item, where a charge of £11 14 3 is made against Mr. Goodfellow as Interest on advances as Supervisor, without specifying the Road on which the said advances were made; the charges were sworn to by Mr. Goodfellow in his respective Accounts.

No. 7. R. S. MATTHEW, SUPERVISOR.

This is a charge made by Mr. Matthew for his expenses to Fredericton in 1845-6, on the "Ferguson Business," it is included in his Account of 1846, but was deducted by the Auditor as requiring a special consideration; amount charged, £8 0 0

Over-expenditure as Commissioner for Darling's Island Bridge in 1846,	3 14 0
	<hr/>
	£11 14 0

The expenditure on Darling's Island Bridge is correct as reported in 1847; the charge for travelling expenses was included in Mr. Matthew's attested Great Road Account.

No. 8. P. C. AMIRAUX, SUPERVISOR.

This is a charge of Mr. Amiriaux for his expenses proceeding to Saint John to have an interview with His Excellency the Lieutenant Governor on the subject of the "Quisibis Bridge," according to the directions, he states, of the Provincial Secretary, charged at £7 10 0

This was an item in Messieurs Coombe's and Amiriaux Great Road Account, was deducted by them at the Auditor's instance, and is now submitted on Mr. Amiriaux application.

No. 9. W. H. MOWAT, SUPERVISOR.

Of the Great Road from Saint Andrews to the Magaguadavic, charges 10 per cent. Commission on two Special Grants, viz. Roix's to Saint Stephen, and M'Cann's Corner to Moore's Mill, the Auditor has deducted 5 per cent., amounting to £15 0 0

No. 10. H. T. PARFELLOW, SUPERVISOR.

Of the Great Road from Fredericton to Saint John, by the Nerepis, has charged 10 per cent. on £45 expended in 1847, and £100 expended in 1848, on the Road from Oromocto to Gagetown, which not being a Great Road the Auditor has deducted 5 per cent., amounting to £7 5 0

The Auditor begs to refer the above cases for special consideration, they were all included in Great Road Accounts, and have all been deducted by him with the intention of submitting them in a separate Report.

A number of Special Commissioners have charged 10 per cent. Commission, and there being no law authorizing it, the Auditor has in all such cases deducted 5 per cent.

F. P. ROBINSON.

SPECIAL APPROPRIATIONS.

Audit Office, 16th March, 1849.

Report upon the Accounts of Commissioners appointed to expend sundry Special Appropriations.

No. 1. NATHANIEL INGRAHAM and GEORGE FOX, COMMISSIONERS.

Grant 1848—To improve the Navigation of the River Saint John at the Meductic Falls, and thence to Woodstock,	£250	0	0
Paid over-expenditure in 1847,	£9	1	3
Paid expenditure in 1848, being for tools, powder, freight and Men's wages, by days works principally, at 5s. a day, board inclusive,	118	14	10
Paid Mr. Ingraham's personal services, labouring and superintending, 33 days, at 10s.,	16	10	0
Paid Mr. Fox's ditto, 21 days, at 10s.,	10	10	0
Commission 5 per cent. on £200,	10	0	0
		164	16 1
Due the Province (including £50 not drawn from the Treasury,)	£85	3	11

The Account is sworn to and vouched, the Commissioners do not explain why so large a balance remained unexpended; no existing Law authorizes the expenditure of Special Grants by day's works, but that mode of expenditure is generally adopted in clearing out obstructions to the navigation of Rivers and Streams.

No. 2. ASA DOW and NELSON CLIFF, COMMISSIONERS.

Grant 1848—Towards further improving the navigation of the River Saint John between Tobique and the Great Falls,	£250	0	0
Paid for tools, powder, provisions, freight, &c.,	£80	18	0
Paid for Men's wages exclusive of board, and at the rate (where given in detail) of 75s. a month,	20	1	1
Paid Commissioner Dow personal services, viz:— 11 days, at twice, to Fredericton and Saint John, procuring supplies and outfit; 22 days labouring with the party and superintending, at 10s.,	16	10	0
Carried forward,	£117	9	1
	£250	0	0

<i>Brought forward,</i>	£117	9	1	£250	0	0
Paid Commissioner Cliff 25 days services, directing and working with the party, at 10s.,	12	10	0			
Commission on the amount drawn from the Treasury,	8	10	0			
				138	9	1
Balance unexpended,				£111	10	11
Of which there remains in the Treasury undrawn,	£80	0	0			
In the hands of the Commissioners,	31	10	11			
				£111	10	11

The Commissioners state that they furnished bedding and cooking utensils without charge, and that they hold securities for provisions unexpended, to the amount of £25 12 6. The Account is sworn to and vouched.

No. 3. F. W. HATHEWAY and C. M'PHERSON, COMMISSIONERS.

Grant 1847—Improving Regent Street Landing in the City of Fredericton,	£90	0	0			
Over-expenditure in the year 1846,	£16	10	2			
Expenditure in the year 1847-8,	62	9	8			
Commission 5 per cent, on Grants of 1846 and 1847,	9	0	0			
				87	19	10
Due the Province,				£2	0	2

The Account is sworn to and vouched.

No. 4. JAMES KETCHUM and THOMAS PICKARD, COMMISSIONERS.

Grant 1848—Towards finishing Arestook Bridge,	£800	0	0			
By payment to James Tibbits in part of his contract,	£720	0	0			
By Commission 10 per cent. on £800,	80	0	0			
				£800	0	0

The extra charge for Commission is not deducted, as the Bridge is on the line of a Great Road of which Mr. Ketchum is Supervisor, but it is specially referred; the Account is sworn to and vouched, a memorandum is annexed as follows:—

Amount of J. Tibbit's contract building the Bridge,	£1,675	0	0			
Paid him in 1847 and 1848,	1,526	10	0			
Remains due on the contract, per statement,				£148	10	0

No. 5. GEORGE KERR and JAMES JOHNSTON, COMMISSIONERS.

Grant 1848—For erecting Slips and Approaches for a Steam Ferry Boat Landing on both sides of Miramichi River, opposite Chatham, laying out Road and purchasing Land,	£200	0	0			
Expenditure purchasing Land,	£17	10	0			
“ constructing Slips, Approaches, &c.,	314	5	9			
Paid Solicitor, preparing Deed, Bonds, &c.,	3	10	0			
Paid for Advertising, 8s., Ferriages, 3s. 4d.,	0	11	4			
				335	17	1
Over-expenditure,				£135	17	1

The Account is correctly made up, sworn to, and vouched. No charge is made for Commission.

No. 6. THOMAS WYER and JAMES W. STREET, COMMISSIONERS.

Grant 1848—For building a Steam Boat Landing at Saint Andrews,	£100	0	0
Expenditure, and Commission on £85 5 3,	89	10	3
Unexpended, and in hands of Commissioners,	£10	9	9

The Account is sworn to and vouched.

No. 7. I. WOODWARD, T. REED and T. W. SMITH, COMMISSIONERS.

Grant 1848—To report upon the site of a Breakwater at Quaco,	£14	15	0
Paid J. Cunningham, 11 days services, at 15s.,	£8	5	0
Paid expenses of Commissioners and Surveyor to and from Quaco,	6	10	0
	£14	15	0

The Account is signed by the Commissioners, and vouched; it is not sworn to.

No. 8. SILVANUS POWELL and THOMAS CHILTON, COMMISSIONERS.

Grant 1848—For improving the Bar at the Harbour of Richibucto,	£200	0	0
Paid for Tools,	£5	8	6
Hire of Schooner, Crew and Kedges, 5 weeks,	70	0	0
Provisions and Wages,	29	3	0
	£104	11	6
Not drawn from the Treasury,	90	0	0
	194	11	6
In Commissioner's hands, unexpended,	£5	8	6

The Account is sworn to by Mr. Powell, and vouched; but the voucher for payment of what the Auditor supposes to be wages is not explicit. No Commission is charged.

No. 9. JOHN WILSON and LORENZO DRAKE, COMMISSIONERS.

Grant 1848—To improve Dark Harbour in the Island of Grand Manan,	£100	0	0
Over-expenditure in 1847,	£21	9	5
Expenditure in 1848, viz:—			
13 days labour, at 7s. 6d.,	£4	17	6
146½ do. 4s. 6d.,	32	18	1½
56 do. 2s. 6d.,	7	0	0
Labour, deepening the Channel, (time and rate of wages not given,)	9	17	6
Boarding the Labourers 34 weeks, at 14s.,	23	16	0
Paid for Iron,	13	17	8½
	92	6	10
5 per cent. Commission on £100,	5	0	0
	118	16	3
Over-expenditure,	£18	16	3

The Account is sworn to and vouched. The wages given appears to the Auditor to have been rather high, considering that the men were boarded.

No. 10. MOSES VERNON, COMMISSIONER.

Unexpended Balances, 1846 and 1847, of the Grants for improving the Canal at South Bay,	£54	2	3
Vouchers and satisfactory explanations furnished for	15	16	0
	<hr/>		
Still due by the Commissioner,	£38	6	3
	<hr/>		

Mr. Vernon states that some further Contracts were taken in 1848, which were not completed in consequence of the wetness of the season.

No. 11. AMOS ARNOLD, COMMISSIONER.

Grant 1846—Towards erecting a Bridge across the Nashwaak, in aid of Subscriptions,	£195	0	0
Grant 1848—Towards the same Bridge,	110	0	0
Amount raised by Subscription,	99	18	9
	<hr/>		
	£404	18	9

Portion of the Grant specially appropriated for other purposes,	£32	18	0
Paid Arnold and Brown amount of Contract,	385	0	0
Extra labour to insure the stability of the Bridge,	5	4	0
10 per cent. Commission on £372,	37	4	0
	<hr/>		
	460	6	0

Over-expenditure, per Account,	£55	7	3
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From which deduct, half the Commission charged, the Law allowing only 5 per cent,	18	12	0
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Over-expenditure,	£36	15	3
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The Commissioner states that the building of the Bridge was sold by him at public sale, after due notice given; that it was struck off to J. E. Brown for £385; but that Brown's friends thinking that he had taken the job too low, refused to be his surety; that he, the Commissioner, having a great interest in the construction of the Bridge, consented to take three fourths of it off Brown's hands, and it was accordingly built by them jointly at an expense of £427 12s., as per detailed Account of Expenditure furnished with the Account Current; and that it was completed in a good substantial workman-like manner conforming to the plan and specification.

The Accounts are sworn to and vouched.

No. 12. JOHN ROSS, COMMISSIONER.

Grant 1848—Road from Fredericton to Little River, new line to the Bend,	£128	10	0
Expenditure in 1848, and 10 per cent. Commission,	£134	14	9
Over-expenditure in 1847,	18	6	8
	<hr/>		
	153	1	5
	<hr/>		
Over-expenditure,	£24	11	5

The Account is sworn to and vouched, the 10 per cent. Commission is allowed to remain as it has been invariably sustained hitherto, although the line is not on the Great Road Establishment.

No. 13. GEORGE W. HOBEN, COMMISSIONER.

Grant 1848—Road from Fredericton to the Bend of Petitcodiac, that portion from Little River to Salmon River,	£121 10 0
Expenditure, and 10 per cent. Commission,	119 7 0
	<hr/>
Due by the Commissioner, ...	£2 3 0

Sworn, vouched, rate of Commission not interfered with, for the reason assigned in the previous Report, (No. 12.)

No. 14. JOHN BOYD, COMMISSIONER.

Grants 1848—Road from the Bend to New Canaan,	£150 0 0
Repairing Price's Brook Bridge,	10 10 0
	<hr/>
	£160 10 0
Over-expenditure in the year 1847,	£1 4 5
Expenditure in 1848, and 5 per cent. Commission, 160 3 8—	161 8 1
	<hr/>
Due the Commissioner,	£0 18 1

The Account is sworn to and vouched.

No. 15. THOMAS PRINCE, COMMISSIONER.

Grant 1848—Road from the Bend to Richibucto, <i>via</i> Irishtown,	£100 0 0
Expenditure and Commission,	£100 0 0

Sworn to and vouched.

No. 16. A. W. BETTS and ALEX. MOORE, COMMISSIONERS.

Grant 1848—Road to and through the Mechanics' Settlement; King's and Albert Counties,	£100 0 0
Expenditure, and 5 per cent. Commission,	99 19 2
	<hr/>
Due by the Commissioners,	£0 0 10

Sworn to and vouched.

No. 17. J. R. FOWLER and XEN. COUGLE, COMMISSIONERS.

Grant 1848—Road from Loch Lomond to Sussex Vale,	£100 0 0
Expended by J. R. Fowler in 1848,	£66 19 0
Expended by Xen. Cogle in 1848,	28 0 0
Commission, 5 per cent. on £100,	5 0 0— 99 19 0
	<hr/>
Due by J. R. Fowler,	£0 1 0

The Accounts are sworn to and vouched.

No. 18. THOMAS TRAFTON, COMMISSIONER.

Grant 1848—Road from Blakslie's Farm to Loch Lomond,	£120 0 0
Expenditure, and 10 per cent. Commission,	£123 10 5
Deduct half Commission, not being a Great Road, 6 0 0—	117 10 5
	<hr/>
Due on Grant of 1848 by the Commissioner,	£2 9 7
“ “ 1847 “ “	21 9 5
“ “ 1846 “ “	7 10 0
	<hr/>
Due the Province,	£31 9 0

The Account is sworn to and vouched.

No. 19. ALEXANDER GOODFELLOW, COMMISSIONER.

Grant 1847—For the Road from Pabineau Falls to Chaplin Island Road,	£200	0	0
Grant 1848—For same Road,	100	0	0
	<u>£300</u>	<u>0</u>	<u>0</u>

Over-expenditure in 1845, No. 1, Special Report,	£40	10	6
Expenditure in 1847 and 1848, viz:—			
Commissioner's time with Surveyor and party re-exploring, 30 days at 15s.,	£22	10	0
Surveyors 34 days at 15s., a Plan 50s.,	28	0	0
Labourers chiefly 4s. a day and found,	36	15	0
Provisions and transport,	29	18	7—
At Road making in 1848,	137	5	4
5 per cent. Commission on £300,	15	0	0
Advertising and Hand Bills,	0	12	6—
	<u>310</u>	<u>11</u>	<u>11</u>
Over-expenditure,	<u>£10</u>	<u>11</u>	<u>11</u>

No. 20. JOHN ARMSTRONG and W. E. PERLEY, COMMISSIONERS.

Grant 1848—For the Douglas Valley Road,	£200	0	0
Expenditure per Account and 10 per cent. Com.,	£206	14	5
Off—Unvouched charges,	£3	17	6
Commission over-charged,	10	0	0—
	<u>13</u>	<u>17</u>	<u>6—</u>
	<u>192</u>	<u>16</u>	<u>11</u>
Due by the Commissioners,	£7	3	1
Due on former Grants,	7	10	0
	<u>£14</u>	<u>13</u>	<u>1</u>

No. 21. RICHARD HAYNE, COMMISSIONER.

Grant 1848—For Roads and Bridges in the Land Company's Tract, ...	£200	0	0
Expenditure per Account,	£192	0	3
Less—Defective vouchers,	17	14	0—
	<u>174</u>	<u>6</u>	<u>3</u>
Due by the Commissioner,	<u>£25</u>	<u>13</u>	<u>9</u>

No charge is made for Commission; the whole Grant appears by the Account to have been expended, but one receipt is wanting, and two are defective, amounting in all to £25 13 9.

NOTE.—The two defective receipts have been amended, the balance unvouched is therefore £7 19 9.

No. 22. ALEXANDER GOODFELLOW, COMMISSIONER.

Grant 1848—For Roads and Bridges in the Land Company's Tract,	£200	0	0
Unexpended of previous Grants, stated by the Commissioner to be £68 16 9, but by the Auditor, in consequence of deductions on Commission, it is	108	16	9
	<u>£308</u>	<u>16</u>	<u>9</u>
Expenditure in 1848 and 10 per cent. Commission, £225 10 4	£225	10	4
Less—Payment to P. Sullivan unvouched, £21 5 0	£21	5	0
Commission over-charged,	10	0	0—
	<u>31</u>	<u>5</u>	<u>0—</u>
	<u>194</u>	<u>5</u>	<u>4</u>
Balance unaccounted for,	<u>£114</u>	<u>11</u>	<u>5</u>

From the Account several payments have been made for which vouchers have not been furnished.

No. 23. COMMISSIONERS GRAND MANAN PACKET.

Grant of 1847—For aid to run the Packet, &c.,	....	....	....	£100	0	0
Paid the Captain for one year's services to the 2nd day of June, 1848,	....	....	....	£94	3	0
Sundry contingent expenses,	....	....	....	5	17	0
				<hr/>		
				£100	0	0

The Account is not sworn to, it is signed by Commissioners Wyer, Fisher, Forman, and Boyd, and is accompanied by receipts for the expenditure.

No. 24. COMMISSIONERS FOR THE STAGE FROM FREDERICTON TO SAINT ANDREWS.

Grant 1847—For a semi-weekly Stage,	....	....	....	£200	0	0
Half the Grant of 1848 for the same object,	....	....	....	100	0	0
				<hr/>		
				£300	0	0
Paid the Stage Proprietor J. Leavitt, in full to the 30th Oct., 1848,				£300	0	0

The Commissioners state that Leavitt is under contract to continue running until the 1st of May, 1849, and they request a Warrant for the balance of the Grant of 1848, £100. The Accounts are sworn to and vouched.

No. 25. THOMAS BAILLIE, COMMISSIONER.

Grant 1847—For a Tablet to the memory of the late Captain Pipon,	....	....	....	£60	0	0
Paid M. F. Gerald for a Tablet erected in Christ Church to the memory of the late Captain Pipon,	....	....	....	£60	0	0

Vouched, not sworn.

No. 26. JACOB M'KEEN and SAMUEL SMITH, COMMISSIONERS.

Grant 1848, £100; 1847, £100, towards erecting a Bridge on the Keswick,	£200	0	0
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The Commissioners state that they offered the work by public sale, that the lowest bid was £485, which they considered to be too high, that they in consequence built it by days works, and that the job amounted, including their per centage as Commissioners, to £408 3 8; in this statement they include Commission on the expenditure, and £13 10s. unvouched charges, the Account may be classed as follows:—

Driving Spiles,	....	....	....	£29	6	6
Timber and Lumber, including 92 36-40 Tons White Pine Timber, at 20s. per ton,	....	....	....	130	18	6
Brush and Stone, by the job,	....	....	....	7	10	0
Iron, Oil and Paint,	....	....	....	34	15	2
51 days Carpenter's work, at 8s. 6d.,	....	....	....	21	13	6
521 days general labour, at 5s.,	....	....	....	130	5	0
30½ days Horses and Teamsters, at 10s.,	....	....	....	15	5	0
Jacob M'Keen, 61 days labour, at 6s. 3d.,	....	....	....	19	1	3
Commission charged on £388 14 11, at 5 per cent.,	....	....	....	19	8	9
				<hr/>		
				£408	3	8

Deduct,

Commission on over-expenditure,	....	£9	8	9		
Unvouched charges,	....	13	10	0—	22	18 9— 385 4 11

Over-expenditure, as vouched, £185 4 11

All the Accounts reported upon in this Report are correctly made up, sworn to and vouched, unless otherwise expressed.

F. P. ROBINSON.

The Commissioner states that he borrowed £35 from the Central Bank in August 1848, payable in April 1849, and for which he paid £1 8 4 interest in advance; that he appropriated it towards paying the actual expenses of the survey; and he requests that the said interest be repaid him. He also states that in performing the service, eighty miles of line and Road were inspected; a number of days occupied in exploring and selecting and marking bridging places and approaches; that ten miles of local Roads were surveyed, and forty six miles of line, principally through the forest, was extended and distinctly blazed; and that beyond the Settlements, quarter of mile and mile stakes were placed and marked.

The Account is furnished in detail, and is correctly made up, sworn to and vouched.

F. P. ROBINSON.

BYE ROADS.

Audit Office, 26th March, 1849.

Report upon Accounts furnished by Commissioners of Bye Roads.

County of Carleton.

1. GEORGE MILBERRY, Commissioner.							
Appropriation of 1848,	....	....	....	....	....	....	£30 0 0
Expenditure and Commission,	....	....	....	....	....	....	£30 0 0
<hr/>							
2. BENJAMIN BEVERIDGE, Commissioner.							
Appropriation of 1848,	....	....	....	....	....	....	£125 0 0
Expenditure and Commission,	....	....	....	....	....	....	£125 0 0
<hr/>							
3. FRANCIS TIBBITS, Commissioner.							
Appropriation of 1848,	....	....	....	....	....	....	£150 0 0
Expenditure, including Commissioner's personal							
service for 15 days, at 10s.,	....	....	....	£142	10	0	
Commission 5 per cent.,	....	....	....	7	10	0	
						-----	£150 0 0
<hr/>							
The Commissioner states that he cannot give the dates of the 15 days charged, but that they were spent in exploring and laying out new lines of Road through wilderness Land before he felt himself justified in laying out the money entrusted to his charge.							
4. MICHAEL CURRIN, Commissioner.							
Grant of 1848,	....	....	....	....	....	....	£15 0 0
Expenditure and Commission,	....	....	....	....	....	....	£15 0 0
<hr/>							
5. H. M. GARDEN and SAMUEL PORTER, Commissioners.							
Appropriation of 1848,	....	....	....	....	....	....	£207 10 0
Special Road through Richmond to Eel River,	....	....	....	....	....	....	100 0 0
						-----	£307 10 0
Expenditure and Commission,	....	....	....	....	....	....	308 5 0
						-----	£0 15 0
<hr/>							

<i>Brought forward,</i>	£224	3	11	£250	0	0
Surveying and levelling,	10	14	5			
Professional services, conveying land for the Road,	2	6	8			
Printing,	0	5	0			
Commission,	12	10	0			
				£250	0	0

17. W. M. MACLAUHLAN, Commissioner.

Grant 1848,	£150	0	0
Expenditure and Commission,	133	5	0
Unexpended,	£16	15	0

Of this balance £15 was not drawn from the Treasury in 1848, being the Grant for the Road leading up Green River.

County of York.

1. SIMON KILLEEN, Commissioner.

Expenditure and Commission,	£72	9	6
Appropriation of 1847,	68	0	0
Due the Commissioner,	£4	9	6

2. JOSEPH FLEMING, Commissioner.

Grant of 1847—Balance unexpended,	£13	17	6
Expenditure,	£13	17	6

3. JOHN KILBURN, Commissioner.

Grant of 1847—For a Bridge over Currier's Creek,	£27	0	0
Expenditure and Commission,	26	7	0
Due by the Commissioner,	£0	13	0

4. HUGH JAMIESON, Commissioner.

Grant 1848—For the Road leading through the lower Howard Settlement,	£24	0	0
Expenditure and Commission,	£24	0	0

5. HENRY JONES, Commissioner.

Grant 1847—Balance unexpended,	£34	1	6
Grant 1848,	79	0	0
	£113	1	6
Expenditure (including £7 16s. to John Davidson for exploring,	£110	7	2
Off—Mens' wages, exploring twice charged,	3	6	0
	107	1	2
Due by the Commissioner,	£6	0	4

6. THOMAS FRASER, Commissioner.			
Expenditure and Commission,	£37	1	11
Grant 1848,	36	0	0
Over-expended,	£1	1	11
Less—Unexpended Grant of 1847,	0	14	8
Due the Commissioner,	£0	7	3
7. WILLIAM LOVE, Commissioner.			
Grant 1848,	£29	0	0
Expenditure and Commission,	£29	0	0
Including £2 18 6 paid his Sons for work done under his inspection, for which no receipts furnished—Off,	2	18	6
Due the Province,	£2	18	6
8. JOHN ROSS, Commissioner.			
Over-expenditure in 1847,	£9	16	11
Expenditure and Commission 1848,	58	14	8
Grant 1848,	55	0	0
Over-expenditure,	£13	11	7
9. SIMON KILLEEN, Commissioner.			
Over-expenditure 1847,	£4	9	6
Expenditure and Commission 1848,	26	2	0
Grant 1848—(No. 28,)	28	0	0
Over-expenditure,	£2	11	6
10. JAMES MOODY, Commissioner.			
Grant 1848—For the Road to and through the Acton Settlement,	£7	0	0
Expenditure and Commission,	£7	0	0
11. THOMAS HERBERT, Commissioner.			
Grant 1848,	£27	0	0
Expenditure and Commission,	£27	0	0
Less—(No. 17,)—Voucher wanting,	1	6	8
Due by the Commissioner,	£1	6	8
12. T. T. SMITH and T. R. BARKER, Commissioners.			
Grant 1848—For an embankment, River Saint John,	£20	0	0
For a Bridge at M'Cool's Creek,	50	0	0
Expenditure and Commission,	£70	0	0

13. FREDERICTON CORPORATION, by their Surveyor, J. E. Perley.		
Grant 1848—For the Road from the Alms House to New Mary-		
land Road,	£15	0 0
For the Road from New Maryland Road, downwards,	15	0 0
For the Road leading to the Glebe,	15	0 0
For the reserve Road,	7	0 0
	<u>£52</u>	<u>0 0</u>
Expenditure and Commission,	57	0 7
Over-expenditure,	<u>£5</u>	<u>0 7</u>
14. T. R. BARKER, Commissioner.		
Expenditure and Commission,	£100	0 0
Grant 1848, £90 : unexpended 1847, £10,	£100	0 0
15. GEORGE TURNER, Commissioner.		
Grant 1848,	£25	0 0
Expenditure and Commission,	23	10 0
Due by Commissioner,	<u>£1</u>	<u>10 0</u>
16. ISRAEL SMITH, Commissioner.		
Grants 1848—For the Road from the Rushagonish		
to the Saint Andrews Road,	£60	0 0
Bye Road Appropriations,	95	0 0
	<u>£155</u>	<u>0 0</u>
Expenditure and Commission,	£155	0 0
17. CHARLES LEE, Commissioner.		
Grant 1848—For the old Road leading to Spring Hill,	£6	0 0
Expenditure,	<u>£6</u>	<u>0 0</u>
No Commission charged.		
18. GEORGE FOX, Commissioner.		
Grant 1848—For the upper Road to the Campbell Settlement,	£10	0 0
Expenditure and Commission,	£10	0 0
19. BENJAMIN ATHERTON, Commissioner.		
Grant 1848—For the Road from Campbell Settlement to the		
Nacawickak at Trout Brook,	£30	0 0
Expenditure and Commission,	30	2 9
Due the Commissioner,	<u>£0</u>	<u>2 9</u>
20. WALTER CAVERHILL, Commissioner.		
Grant 1848—For the Road through the Caverhill Settlements,	£20	0 0
Expenditure and Commission,	£20	0 0
21. GEORGE MOREHOUSE, Commissioner.		
Grant 1848—For Road to the Springfield Settlement,	£7	0 0
Expenditure and Commission,	£7	0 0

22.	DAVID PICKARD, Commissioner.		
	Grant 1848,	£68	0 0
	Expenditure and Commission,	67	17 0
	Unexpended,	£0	3 0
23.	WILLIAM MOORE, Commissioner.		
	Grant 1848—For the Road from Moore's to the Mactequack,	£10	0 0
	Expenditure and Commission,	£10	0 0
24.	MOSES LAWRENCE, Commissioner.		
	Grants 1848,	£38	0 0
	Expenditure and Commission,	37	19 10
	Due by Commissioner,	£0	0 2
25.	BENJAMIN GOODSPEED, Commissioner.		
	Grant 1848—For the Road to Goodspeed's,	£10	0 0
	Expenditure and Commission,	£10	0 0
26.	JOHN M'BEAN, Commissioner.		
	Grant 1848—For the Road on the Eastern side of the Nashwaak,	£33	15 0
	Expenditure and Commission,	£33	15 0
27.	JAMES M'LAGGAN, Commissioner.		
	Grant 1848,	£15	0 0
	Expenditure and Commission,	£15	0 0
28.	MOSES PICKARD, Commissioner.		
	Grant 1848,	£95	0 0
	Expenditure and Commission,	95	0 5
	Over-expended,	£0	0 5
29.	GEORGE L. HATHEWAY, Commissioner.		
	Expenditure and Commission,	£48	3 0
	Grant 1848,	48	0 0
	Over-expended,	£0	3 0
30.	A. GOODFELLOW, Commissioner.		
	For the Taxes River Road.		
	Granted in 1847,	£15	0 0
	Do. 1848,	15	0 0
	Expenditure and Commission,	£30	0 0
	Unexpended,	16	11 6
		£13	8 6

31. P. CAMPBELL, Commissioner.							
For the Road from P. Campbell's to the Stanley Road.							
Grant 1848,	....	....	....	....	....	....	£4 0 0
Expenditure and Commission,	....	....	....	....	....	....	£4 0 0
32. H. B. RAINSFORD, Commissioner.							
For the Road past Rainsford's to Hanwell Road.							
Grant 1848,	....	....	....	....	....	....	£10 0 0
Expenditure and Commission,	....	....	....	....	....	....	£10 0 0
33. GEORGE LEE, Junior, Commissioner.							
For a cross Road from the Springhill Road to the Hanwell Road.							
Grant 1848,	....	....	....	....	....	....	£5 0 0
Expenditure, (no Commission charged,)	....	....	....	....	....	....	£5 0 0
34. MATTHEW GRAHAM, Commissioner.							
Grant 1848, (Special,)—For the Road to new Bridge, Keswick,							
at Yerca's, and Approaches,	....	....	....	....	....	....	£200 0 0
Expenditure and Commission,	....	....	....	....	....	....	177 3 0
Due by the Commissioner,	....	....	....	....	....	....	£22 17 0
35. JOHN HOBEN, Commissioner.							
Grant 1848—For the Nashwaak Road, past Pollok's Mill,							
Expenditure and Commission,	....	....	....	....	....	....	£30 0 0
Over-expenditure,	....	....	....	....	....	....	41 15 0
Over-expenditure,	....	....	....	....	....	....	£11 15 0

County of Sunbury.

1. RICHARD CARMAN, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£70 0 0
Expenditure and Commission,	....	....	....	....	....	....	£70 0 0
2. WILLIAM SMITH, Commissioner.							
Balance from 1847,	....	....	....	....	....	....	£11 14 10
Grant 1848,	....	....	....	....	....	....	141 13 0
Expenditure and Commission,	....	....	....	£142 4 4	....	....	£153 7 10
Less—Error in addition,	....	....	....	0 10 0	....	....	141 14 4
Due from Commissioner,	....	....	....	....	....	....	£11 13 6
3. SOLOMON SMITH, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£76 0 0
Expenditure and Commission,	....	....	....	....	....	....	£76 0 0

4. LINUS SEELEY, Commissioner.

Grant 1848,	£104	0	0
Expenditure and Commission on £90,	95	0	0
	<hr/>		
Unexpended,	£9	0	0

NOTE.—The balance was not drawn from Treasury.

5. WILLIAM E. PERLEY, Commissioner.

Grant 1848,	£129	17	6
Expenditure and Commission,	£123	5	6
Less—Paid chainbearer, (no voucher,)	0	10	0
	<hr/>		
	122	15	6
	<hr/>		
Unexpended,	£7	2	0

6. JAMES BURPE, Commissioner.

Grant 1848,	£78	9	6
Expenditure and Commission,	78	10	0
	<hr/>		
Over-expenditure,	£0	0	6

7. MOSES COBURN, Commissioner.

Balance unexpended in 1847,	£6	13	11
Grant 1848—For Bye Roads,	94	0	0
Special for the Road from Newcastle Bridge, through the Hardwood Ridge, to Gaspereau,	150	0	0
	<hr/>		
	£250	13	11
Expenditure and Commission,	£245	16	2
He charges 10 per cent. Commission on the Special Grant, off one half,	7	10	0—
	<hr/>		
	238	6	2
Due from Commissioner,	£12	7	9

8. GEORGE W. HOBEN, Commissioner.

Grant 1848—(Special,) For the Road from Jacob Smith's in Burton, through the Victoria Settlement, to Gillan's,	£50	0	0
Expenditure and Commission, 10 per cent.,	£50	2	11
Off—Half Commission,	2	10	0
	<hr/>		
	47	12	11
	<hr/>		
Due by Commissioner,	£2	7	1

Queen's County.

1. WILLIAM FOSHAY, Commissioner.

Grant 1848—Bye Roads,	£170	10	0
(Special,) For the Road from Cole's Island to New Canaan,	75	0	0
	<hr/>		
	£245	10	0
Expenditure and Commission,	244	15	7½
	<hr/>		
Unexpended,	£0	14	4½

2. JOHN M·LEAN, Commissioner.

Balance unexpended in 1847,	£2	3	7
Grant 1848,	41	10	0
	<hr/>		
	£43	13	7
Expenditure and Commission,	44	14	10
	<hr/>		
Over-expenditure,	£1	1	3
	<hr/> <hr/>		

3. THOMAS COX, Commissioner.

Grant of 1847—Unexpended,	£8	1	6
Do. 1848,	£60	0	0
Do. 1848—To E. Wiggings, expended by Mr. Cox,	18	0	0
	<hr/>		
	78	0	0
	<hr/>		
	£86	1	6
Expenditure and Commission, (on £68),	76	0	11
In voucher No. 1, 60 rods, @ 7½d., is extended 47s. 6d.—Off, ...	0	10	0
	<hr/>		
	75	10	11
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Unexpended,	£10	10	7
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Being, the Commissioner states, an unfinished Contract.

4. ALEXANDER CASE, Commissioner.

Grant of 1847—Unexpended,	£11	3	6
Grant of 1848,	70	0	0
	<hr/>		
	£81	3	6
Expenditure and Commission,	81	8	0
	<hr/>		
Over-expenditure,	£0	4	6
	<hr/> <hr/>		

5. JOHN A. STARKEY, Commissioner.

Grant of 1847—Unexpended,	£13	7	4
“ 1848,	56	0	0
	<hr/>		
	£69	7	4
Expenditure and Commission,	70	4	3
	<hr/>		
Over-expenditure,	£0	16	11
Deduct—Balance due on Grant of 1846,	0	15	4
	<hr/>		
Due the Commissioner,	£0	1	7
	<hr/> <hr/>		

6. JOHN PEARSON, Commissioner.

Grant 1847—Unexpended,	£20	16	4
“ 1848—Bye Roads,	90	0	0
“ “ (Special,) for a Bridge across Queen's Stream,	40	0	0
	<hr/>		
	£150	16	4
Expenditure per attested vouchers,	£142	11	0
Commission on £150,	7	10	0
	<hr/>		
	150	1	0
	<hr/>		
Due by Commissioner,	£0	15	4
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16. JOSEPH COY, Commissioner.							
Grant 1848,	£15 0 0
Expenditure and Commission,	£15 0 0
							<u>£15 0 0</u>
17. G. W. HOBEN, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£113 0 0
Expenditure and Commission,	....	....	....	....	....	....	113 8 2
							<u>£0 8 2</u>
18. CHARLES KEITH, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£20 0 0
Expenditure and Commission,	....	....	....	....	....	....	£20 0 0
							<u>£20 0 0</u>
19. EBENEZER BURPE, Commissioner.							
Grants 1848—To build a Bridge over the Gaspereau at Burpe's							
Mill,	....	....	....	....	....	....	£70 0 0
Expenditure, and 5 per cent. Commission,	....	....	....	....	....	....	67 10 0
							<u>£2 10 0</u>
Unexpended,							
He charged £6 Commission to balance the Account.							
20. JAMES LANGAN, Commissioner.							
Unexpended of 1847,	....	....	....	....	....	....	£12 19 2
Grants 1848,	....	....	....	....	....	....	72 0 0
							<u>£84 19 2</u>
Expenditure and Commission,	....	....	....	....	....	....	74 6 1
							<u>£10 13 1</u>
21. ROBERT DINGEE, Commissioner.							
Grant 1847,	....	....	....	....	....	....	£15 0 0
Expenditure and Commission,	....	....	....	....	....	....	£15 0 0
							<u>£15 0 0</u>
The Account is vouched, but not sworn to.							

King's County.

1. JOHN DICKSON, Commissioner.							
Grant 1847,	....	....	....	....	....	....	£15 0 0
Expenditure and Commission,	....	....	....	....	....	....	£15 0 0
							<u>£15 0 0</u>
2. SAMUEL KEITH, Commissioner.							
Grant 1847,	....	....	....	....	....	....	£25 0 0
Expenditure and Commission,	....	....	....	....	....	£25 0 0	
Less—Defective vouchers, (no witness to marks,)	....	....	....	....	....	4 1 0	
							<u>20 19 0</u>
Unaccounted for,							<u>£4 1 0</u>

3. WILLIAM NELSON, Commissioner.							
Defective vouchers of 1847, surcharged him in Report 1848,							£4 16 0
Correct vouchers furnished, ....	....	....	....	....	....	....	£4 16 0
<hr/>							
4. RICHARD TITUS, Commissioner.							
Grant 1847, ....	....	....	....	....	....	....	£7 10 0
Expenditure and Commission, ....	....	....	....	....	....	....	3 14 8
Due by Commissioner, ....	....	....	....	....	....	....	£3 15 4
<hr/>							
The Account is vouched, not sworn to.							
5. THOMAS HERRITT, Commissioner.							
Unaccounted for 1847, ....	....	....	....	....	....	....	£0 7 6
Vouchers furnished, ....	....	....	....	....	....	....	£0 7 6
<hr/>							
6. WILLIAM SEELY, Commissioner.							
Grant 1847, ....	....	....	....	....	....	....	£5 0 0
Expenditure and Commission, ....	....	....	....	....	....	....	£5 0 0
<hr/>							
7. WILLIAM SCOTT, Commissioner.							
Grant 1848—For the Road from Hammond River to Hepewell,							£50 0 0
Expenditure and Commission, per Account, ....	....	....	....	....	....	....	£50 0 0
<hr/>							
The Account is very defective ; an explanation is furnished by the Commissioner.							
8. JOHN DIXON, Commissioner.							
Grant 1848, ....	....	....	....	....	....	....	£25 0 0
Expenditure and Commission, ....	....	....	....	....	....	....	£25 0 0
<hr/>							
9. SAMUEL GORUM, Commissioner.							
Grant 1848, ....	....	....	....	....	....	....	£20 0 0
Expenditure and Commission, ....	....	....	....	....	....	....	£20 0 0
<hr/>							
10. GEORGE RAYMOND, Commissioner.							
Grant 1848, ....	....	....	....	....	....	....	£28 0 0
Expenditure and Commission, ....	....	....	....	....	....	....	£28 0 0
<hr/>							
11. JOHN WHITE, Commissioner.							
Grant 1848, ....	....	....	....	....	....	....	£47 0 0
Expenditure and Commission, ....	....	....	....	....	....	....	£47 0 0
<hr/>							
£12 11 1 due by Mr. White, per Report of 1848, is still unaccounted for.							
12. WILLIAM B. M'KEEL, Commissioner.							
Grant 1848, ....	....	....	....	....	....	....	£45 0 0
Expenditure and Commission, ....	....	....	....	....	....	....	45 10 1
Over-expenditure, ....	....	....	....	....	....	....	£0 10 1
<hr/>							
He owes a balance of £10 0 11 from the appropriation of 1842.							

13. ISRAEL H. FOSTER, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£28 0 0
Expenditure and Commission,	....	....	....	....	....	£28 0 0	
Over-charge to R. Picket,	....	....	....	....	....	0 0 3	
							27 19 9
Due by Commissioner,	....	....	....	....	....	....	£0 0 3
14. JAMES PETERS, Commissioner.							
Due from 1847,	....	....	....	....	....	....	£3 18 0
Grant 1848,	....	....	....	....	....	....	12 0 0
							£15 18 0
Expenditure and Commission,	....	....	....	....	....	....	16 13 0
Over-expenditure,	....	....	....	....	....	....	£0 15 0
15. ANDREW HAMM, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£20 0 0
Expenditure and Commission,	....	....	....	....	....	£20 0 0	
Less—Voucher No. 9, wanting,	....	....	....	....	....	3 10 0	
							16 10 0
Due by the Commissioner,	....	....	....	....	....	....	£3 10 0
16. HENRY BELYEA, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£25 0 0
Expenditure and Commission,	....	....	....	....	....	....	£25 0 0
17. STEPHEN CRONK, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£20 0 0
Expenditure and Commission,	....	....	....	....	....	£19 19 8	
Less—Over-charge,	....	....	....	....	....	0 0 1	
							19 19 7
Due by Commissioner,	....	....	....	....	....	....	£0 0 5
18. JOHN WIGHTMAN, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£30 0 0
Expenditure and Commission,	....	....	....	....	....	....	£30 0 0
19. JAMES B. LYONS, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£35 0 0
Expenditure and Commission,	....	....	....	....	....	....	£35 0 0
20. GEORGE JONES, Commissioner.							
Balance 1847,	....	....	....	....	....	....	£2 13 4
Grant 1848,	....	....	....	....	....	....	30 0 0
							£32 13 4
Expenditure and Commission,	....	....	....	....	....	....	£32 13 4

21. ZEBULON JONES, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£20 0 0
Expenditure and Commission,	....	....	....	....	....	....	<u>£20 0 0</u>
22. THOMAS FLEWELLING, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£15 0 0
Expenditure and Commission,	....	....	....	....	£14	19 10	
Off—A. Gibbs, (no voucher,)	....	....	....	....	1	10 10	
							<u>13 9 0</u>
Due by Commissioner,	....	....	....	....	....	....	<u>£1 11 0</u>
23. WILLIAM COATES, Commissioner.							
Grant 1848—Bye Roads,	....	....	....	....	....	....	£45 0 0
(Special,) For the Road through Cornhill,	....	....	....	....	....	....	30 0 0
							<u>£75 0 0</u>
Expenditure and Commission,	....	....	....	....	....	....	<u>75 0 0</u>
24. J. GOSELIN, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£23 0 0
Expenditure and Commission,	....	....	....	....	....	....	<u>£23 0 0</u>
25. JAMES PRICE, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£10 0 0
Expenditure and Commission,	....	....	....	....	....	....	<u>£10 0 0</u>
26. MATTHEW M'LEOD, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£65 0 0
Expenditure and Commission,	....	....	....	....	....	....	<u>£65 0 0</u>
27. WILLIAM PEARSON, Commissioner.							
Unexpended 1847,	....	....	....	....	....	....	£30 0 0
Grant 1848,	....	....	....	....	....	....	33 0 0
							<u>£63 0 0</u>
Expenditure and Commission,	....	....	....	....	....	....	<u>£63 0 0</u>
28. JOHN SMITH, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£30 0 0
Expenditure and Commission,	....	....	....	....	....	....	<u>£30 0 0</u>
29. JAMES KIERSTEAD, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£30 0 0
Expenditure and Commission,	....	....	....	....	....	....	27 2 0
							<u>£2 18 0</u>

He also owes £2 2s. on Appropriations of 1846.

30. JAMES WETMORE, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£20 0 0
Expenditure and Commission,	....	....	....	....	....	....	£20 0 0
31. AARON HASTINGS, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£35 0 0
Expenditure and Commission,	....	....	....	....	....	....	32 17 2
Unexpended,	....	....	....	....	....	....	£2 2 10
He owes a balance of £3 5s. from 1844.							
32. JAMES REED, Commissioner.							
Unexpended 1847,	....	....	....	....	....	....	£15 0 0
Grant 1848,	....	....	....	....	....	....	10 0 0
Expenditure and Commission,	....	....	....	....	....	....	£25 0 0
33. JOHN F. SHERWOOD, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£66 0 0
Expenditure and Commission,	....	....	....	....	....	....	£66 0 0
34. JOHN HAGERTY, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£47 0 0
Expenditure and Commission,	....	....	....	....	....	....	£47 0 0
35. D. M. CAMPBELL, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£64 0 0
Expenditure and Commission,	....	....	....	....	....	£64 0 0	
Less—Charge for payment to J. Mercer, (no receipt,)	....	....	....	....	....	0 8 9	
Due by Commissioner,	....	....	....	....	....	....	£0 8 9
36. PATRICK WALSH, Commissioner.							
Balance from 1847,	....	....	....	....	....	....	£0 2 4
Grant 1848,	....	....	....	....	....	....	45 0 0
Expenditure and Commission,	....	....	....	....	....	....	£45 2 4
Due by Commissioner,	....	....	....	....	....	....	£0 10 10
37. GEORGE SNIDER, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£18 0 0
Expenditure and Commission,	....	....	....	....	....	....	17 12 6
Due by Commissioner,	....	....	....	....	....	....	£0 7 6

38. JAMES SECORD, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£20 0 0
Expenditure and Commission,	....	....	....	....	....	....	19 19 0
							£0 1 0
39. XENOPHON COUGLE, Commissioner.							
Balance 1847,	....	....	....	....	....	....	£5 17 6
Grant 1848,	....	....	....	....	....	....	7 0 0
							£12 17 6
Expenditure and Commission,	....	....	....	....	....	....	10 6 10
							£2 10 8
40. ALEXANDER BURNETT, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£25 0 0
Expenditure and Commission,	....	....	....	....	....	....	£25 0 0
41. CHARLES GRAY, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£10 0 0
Expenditure and Commission,	....	....	....	....	....	....	£10 0 0
42. PHILO M. RAYMOND, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£30 0 0
Expenditure and Commission,	....	....	....	....	£30	0 0	
Overpaid Eli Northrup,	....	....	....	....	0	0 2	
							29 19 10
Due by Commissioner,	....	....	....	....	....	....	£0 0 2
43. JAMES M. SCOVIL, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£20 0 0
Expenditure and Commission,	....	....	....	....	£20	0 0	
Less—Petty over-charges,	....	....	....	....	0	5 6	
							19 14 6
Due by Commissioner,	....	....	....	....	....	....	£0 5 6
44. C. BURNETT, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£29 0 0
Expenditure and Commission,	....	....	....	....	....	....	£29 0 0
45. DONALD FORBES, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£20 0 0
Expenditure and Commission,	....	....	....	....	....	....	£20 0 0
46. JAMES STARK, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£25 0 0
Expenditure and Commission,	....	....	....	....	....	....	24 17 1½
							£0 2 10½

47. THOMAS BASSETT, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£25 0 0
Expenditure and Commission,	....	....	....	....	....	....	£25 0 0
<hr/>							
48. E. S. WETMORE, Commissioner.							
Balance from 1847,	....	....	....	....	....	....	£0 18 0
Grant 1848,	....	....	....	....	....	....	48 0 0
Expenditure and Commission,	....	....	....	....	....	....	£48 18 0
<hr/>							
49. JUSTUS EARLE, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£10 0 0
Expenditure and Commission,	....	....	....	....	....	....	£10 0 0
<hr/>							
50. JAMES SIDERQUEST, Commissioner.							
Grant 1848—For completing the Bridge near Smith's, Hammond River,	....	....	....	....	....	....	£50 0 0
Expenditure and Commission,	....	....	....	....	....	....	£50 0 0
<hr/>							
51. JUSTUS EARLE, Commissioner.							
Grant 1848, (Special,)	....	....	....	....	....	....	£65 0 0
Expenditure and Commission,	....	....	....	....	....	....	£65 0 0
<hr/>							
52. MATTHEW M'LEOD, Commissioner.							
Grant 1848—For the Road from Butternut Ridge to Little's, via Gailey's,	....	....	....	....	....	....	£35 0 0
Expenditure and Commission,	....	....	....	....	....	....	£35 0 0
<hr/>							
53. VINCENT WHITE, Commissioner.							
Grant 1847—Balance unaccounted for,	....	....	....	....	....	....	£25 14 9
1848—(Bye Roads,)	....	....	....	....	....	....	£56 10 0
Road from Coate's Mill to Bellisle, new line,	....	....	....	....	....	....	30 0 0
							<hr/>
							86 10 0
							<hr/>
							£112 4 9
Expenditure and Commission, per Account,	....	....	....	....	....	....	£87 14 7
Additional vouchers subsequently furnished,	....	....	....	....	....	....	25 2 0
							<hr/>
							£112 16 7
Commission over-charged, being 10 per cent. on £30 for the Road from Coate's Mill to Bellisle, in lieu of 5 per cent.,	....	....	....	....	....	....	£1 10 0
Unvouched charges,	....	....	10 13 5—	12 3 5—	100 13 2		<hr/>
Balance unaccounted for,	....	....	....	....	....	....	£11 11 7
<hr/>							

The attested memorandum which Mr. White furnished in lieu of an Account, being obscure, imperfect, and to a considerable extent unvouched, he was called upon for additional vouchers, and was requested to furnish more explicit Accounts hereafter; he furnished additional vouchers to the extent of £25 2s., stated that he could not get the others at present, that he considered himself entitled to the 10 per cent. where he had charged it, and that 5 per cent. did not enable him to employ a Clerk to keep his Road Accounts.

10. JAMES BROWN, Junior, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£7 10 0
Expenditure and Commission,	....	....	....	....	....	....	£7 10 0
<hr/>							
11. JAMES LOVE, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£27 10 0
Expenditure and Commission,	....	....	....	....	....	....	27 9 0
<hr/>							
Unexpended,	....	....	....	....	....	....	£0 1 0
<hr/>							
12. JOHN MORRISON, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£35 0 0
Expenditure and Commission,	....	....	....	....	....	....	34 19 10
<hr/>							
Unexpended,	....	....	....	....	....	....	£0 0 2
<hr/>							
13. JAMES M'COURT, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£40 0 0
Expenditure and Commission,	....	....	....	....	....	....	£40 0 0
<hr/>							
14. THOMAS POWER and PATRICK O'NEIL, Commissioners.							
Grant 1847,	....	....	....	....	....	....	£20 0 0
Grant 1848,	....	....	....	....	....	....	20 0 0
<hr/>							
							£40 0 0
Expenditure and Commission,	....	....	....	....	....	....	£40 0 0
<hr/>							
15. J. HOWE, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£17 10 0
Expenditure,	....	....	....	....	....	....	18 0 0
<hr/>							
Over-expenditure,	....	....	....	....	....	....	£0 10 0
<hr/>							
No Commission charged.							
16. JOHN M'COSKERY, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£7 10 0
Expenditure,	....	....	....	....	....	....	£7 10 0
<hr/>							
No Commission charged.							
17. ROBERT BOWES, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£40 0 0
Expenditure and Commission,	....	....	....	....	....	....	39 19 11
<hr/>							
Due by Commissioner,	....	....	....	....	....	....	£0 0 1
<hr/>							
18. JOHN DAVIDSON, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£15 0 0
Expenditure and Commission,	....	....	....	....	....	....	£15 0 0
<hr/>							

19.	EDWARD BROWN, Commissioner.						
	Balance acknowledged from 1847,	£40	5	6			
	Add—Commission over-charged in 1847 and 8, being £23 on £250, in lieu of £12 10s.,		10	10	0		
		£50	15	6			
	Expenditure and Commission now charged,	40	5	11			
		£10	9	7			
	Add—Error in summing up,		1	0	0		
	Due by Commissioner,	£11	9	7			
20.	EDWARD BROWN, Commissioner.						
	Grant 1848,	£35	0	0			
	Expenditure and Commission,	£35	0	0			
21.	WILLIAM DEALY, Commissioner.						
	Grant 1848,	£7	0	0			
	Expenditure and Commission,	£7	0	0			
22.	R. B. PATTISON, Commissioner.						
	Grant 1848—For the Road between Great and Little Salmon Rivers,	£20	0	0			
	Expenditure and Commission,	£20	0	0			
23.	PHILO MOSHER, Commissioner.						
	Grant 1848,	£67	10	0			
	Expenditure and Commission,	£67	10	0			
24.	OWEN M'GUIRE, Commissioner.						
	Grant 1848,	£20	0	0			
	Expenditure and Commission,	21	6	8			
	Over-expenditure,	£1	6	8			
25.	ANDREW MILLICAN, Commissioner.						
	Grant 1848,	£10	0	0			
	Expenditure and Commission,	£10	0	0			
26.	DANIEL GALLAGHER, Commissioner.						
	Grant 1848—For a Road from West Beach to Cape Spencer,....	£20	0	0			
	Expenditure and Commission,	£20	0	0			
27.	ARCHIBALD MENZIES, Commissioner.						
	Grant 1848, (Special)—For the Dipper Harbour Road,	£75	0	0			
	Grants 1848—(Bye Roads,)	197	10	0			
		£272	10	0			
	Expenditure and Commission,	£272	10	0			

28. SAMUEL CARSON, Commissioner.			
Grant 1848—For a Bridge at West Beach, Quaco, ....	....	....	£100 0 0
Expenditure and Commission, .....	....	....	£100 0 0

29. JAMES BROWN and PETER DEWAR, Commissioners.			
For a Bridge over Ten Mile Creek.			
Grant 1846, ....	....	....	£40 0 0
Do. 1847, ....	....	....	55 0 0
Do. 1848, ....	....	....	100 0 0
			£195 0 0
Expenditure and Commission, ....	....	....	£195 0 0

The Commissioner states that £32 3s. is still due on the Contract for building the Bridge.

30. THOMAS DAVIDSON, Commissioner.			
Grant 1848, ....	....	....	£75 0 0
Expenditure and Commission, ....	....	£79 18 1½	
Less—Printing, (no voucher), ....	....	0 5 0	
			79 13 1½
Over-expenditure, ....	....	....	£4 13 1½

31. ARCHIBALD MENZIES, Commissioner.			
Grant 1848, (Special)—For repairing the Pisirinco Bridge, ....	....	....	£20 0 0
Expenditure, ....	....	....	£20 0 0
No Commission charged.			

32. JAMES GALLAGHER, Commissioner.			
Grant 1848—For the Road leading past and near the House of Correction and Alms House, Saint John, and Approaches to the new Bridge, ....	....	....	£40 0 0
Payment to the Commissioners of the Alms House, in part of labour of inmates, hire of a Horse, Cart, and Driver, and payment for Tools, Timber, and Powder, as per detailed Account furnished by the Commissioner, and amounting to £83 14 9,			
Commission, ...	....	£38 0 0	
			2 0 0
			£40 0 0

County of Charlotte.

1. ARCHIBALD M'CALLUM, Commissioner.			
Grant 1847—For Still Water Bridge, ....	....	....	£27 10 0
Expenditure, ....	....	....	£27 10 0
No Commission charged.			

10. JOHN FARMER and JAS. BROWN, Commissioners.		
Grant 1848,	£55	17 6
Expenditure and Commission,	£55	17 6
Less—Measuring, making up Accounts, &c.,	1	5 0
	£54	12 6
Due by Commissioners,	£1	5 0
11. CHURCH MEIGS and PHILIP NEWTON, Commissioners.		
Grant 1848,	£50	0 0
Expenditure and Commission,	£50	0 0
Less—Voucher No. 4, over-paid R. Foster,	0	1 0
	49	19 0
Due by Commissioners,	£0	1 0
12. S. M'CANELL and MALCOLM MEALY, Commissioners.		
Grant 1848,	£25	0 0
Expenditure and Commission,	£25	0 0
13. JAMES ELLIS and S. MUNSON, Commissioners.		
Grant 1848,	£60	0 0
Expenditure and Commission,	61	6 7
Over-expenditure,	£1	6 7
14. W. DICKSON and JOSEPH KNIGHT, Commissioners.		
Grant 1848,	£45	0 0
Expenditure and Commission on £27 10s.	27	10 0
	£17	10 0
The £17 10s. was not drawn from the Treasury, the work not having been completed last Fall, as stated by the Commissioners.		
15. JAMES PRATT and H. MATHESON, Commissioners.		
Grant 1848,	£50	0 0
Expenditure and Commission,	£50	0 0
16. D. GILLMOR and R. M'GEE, Commissioners.		
Grant 1848—For a Wharf at the Head of the Tide Water, Magaguadavic,	£50	0 0
Grant 1848—(Bye Roads,)	65	0 0
	£115	0 0
Expenditure and Commission,	£115	0 0
17. JOHN GRAY and JAMES MESSENETT, Commissioners.		
Grant 1848,	£50	0 0
Expenditure and Commission,	£50	0 0

18. GEO. M'KENZIE and JOHN M'VICAR, Commissioners.									
Grant 1848,	£24	7 6
Expenditure and Commission,	£24	7 6
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19. JOHN MANN, Junior, Commissioner.									
Grant 1848,	£30	0 0
Expenditure and Commission,	£30	0 0
<hr/>									
20. JOHN COTTERELL, Commissioner.									
Grant 1846, and prior—Unaccounted for,	....	....	....	....	....	....	....	£7	6 7
Grant 1848,	....	....	....	....	....	....	....	52	11 2
								<hr/>	
								£59 17 9	
Voucher for expenditure 1846,	....	....	....	....	....	....	....	£8	6 4
Over-expenditure 1847,	....	....	....	....	....	....	....	8	11 2
Expenditure and Commission 1848,	....	....	....	....	....	....	....
per Account,	....	....	....	....	....	....	....	£43	10 10
Less—Overcharge in Nos. 15 and 16,	....	....	....	....	....	....	....	0	4 0
						<hr/>		43 6 10	
								<hr/>	
								60 4 4	
Over-expenditure,	....	....	....	....	....	....	....	£0	6 7
<hr/>									
21. JOHN NESBITT, Commissioner.									
Grant 1848,	....	....	....	....	....	....	....	£30	0 0
Expenditure and Commission,	....	....	....	....	....	....	....	£30	0 0
<hr/>									
22. WILLIAM HYSLOP, Commissioner.									
Grant 1848,	....	....	....	....	....	....	....	£43	3 10
Over-expenditure 1847,	....	....	....	....	....	....	....	£0	12 8
Expenditure and Commission 1848,	....	....	....	....	....	....	....	42	10 2
								<hr/>	
								43 2 10	
								<hr/>	
Due by Commissioner,	....	....	....	....	....	....	....	£0	1 0
<hr/>									
23. JAMES FRINK, Commissioner.									
Unexpended 1847,....	....	....	....	....	....	....	....	£1	16 0
Grant 1848,	....	....	....	....	....	....	....	122	7 6
								<hr/>	
								£124 3 6	
Expenditure and Commission,	....	....	....	....	....	....	....	119	14 0
								<hr/>	
								£4 9 6	
<hr/>									
24. WILLIAM MOORE, 3d, Commissioner.									
Grant 1848—For the Road from Peak's to DeWolf's,	£10	0 0
Expenditure and Commission,	£10	0 0
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25. JOHN KING, Commissioner.									
Grant 1848,	£38	0 0
Expenditure and Commission,	31	0 0
								<hr/>	
								£7 0 0	
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26. JAMES BUCHANAN, Commissioner.						
Grant 1848—(Bye Roads,)	£33 0 0
“ (Special,) for the Canoose Bridge,	25 0 0
						£58 0 0
Expenses and Commission, .....	....	....	....	£58	0 0	
Less—Labour and expenses procuring materials, (no voucher,) .....	....	....	....	2 10	0—	55 10 0
						£2 10 0
<hr/>						
27. ROBERT MATHESON, Commissioner.						
Grant 1848, .....	....	....	....	....	....	£71 0 0
Expenditure and Commission, .....	....	....	....	....	....	71 9 10
						£0 9 10
<hr/>						
28. WILLIAM ALBEE, Commissioner.						
Grant 1848, .....	....	....	....	....	....	£15 0 0
Expenditure and Commission, .....	....	....	....	£15	0 4	
Less—Voucher not furnished, .....	....	....	....	3 15	6—	11 4 10
						£3 15 2
<hr/>						
29. NINIAN LINDSAY, Commissioner.						
Grant 1848, .....	....	....	....	....	....	£60 0 0
Expenditure and Commission, .....	....	....	....	....	....	£60 0 0
<hr/>						
30. JAMES LINTON, Commissioner.						
Grant 1848—For the Road from Chamcook to the Pleasant Ridge, .....	....	....	....	....	....	£50 0 0
Expenditure and Commission, .....	....	....	....	....	....	48 10 3
						£1 9 9
<hr/>						
31. J. H. WHITLOCK, Commissioner.						
Grant 1847 and prior years, balance unexpended,	£35 2 6
Expenditure and Commission,	33 8 2
						£1 14 4
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County of Albert.

1. ROBERT COLPITTS, Junior, Commissioner.						
Grant 1848—(Bye Roads,)	£47	10 0	
(Special,) for the Road from Wal- lace's up Turtle Creek, .....	....	....	....	20	0 0	
						£67 10 0
Expenditure and Commission, .....	....	....	....	....	....	£67 10 0
<hr/>						
2. JOHN BARCHARD, Commissioner.						
Grant 1848,	£86 5 0
Expenditure and Commission,	£86 5 0
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3. ISAAC GROSS, Commissioner.										
Grant 1848—(Bye Roads,)	£100	0	0
(Special,) for Steeve's Aboideau and Turtle Creek										
Road and Bridge,	....	....	....	....	....	....	....	100	0	0
								£200	0	0
Expenditure and Commission,	....	....	....	....	....	....	....	202	12	7½
								£2	12	7½
Less—Overcharge on Commission,	....	....	....	....	....	....	....	0	2	7½
								£2	10	0
Over-expenditure 1848,	....	....	....	....	....	....	....
He owes £6 14 6 on Grants of former years.										
4. HENRY STEEVES, Commissioner.										
Grant 1848,	....	....	....	....	....	....	....	£65	0	0
Expenditure and Commission,	....	....	....	....	....	....	....	£65	0	0
5. DAWSON STEEVES, Commissioner.										
Grant 1848,	....	....	....	....	....	....	....	£27	10	0
Expenditure and Commission,	....	....	....	....	....	....	....	£27	10	0
6. ELIAS PECK, Commissioner.										
Grant 1848—Road from Hayward's to Post Road, Hopewell,	....	....	....	....	....	....	....	£20	0	0
For Public Wharf at Hamilton's Landing,	....	....	....	....	....	....	....	25	0	0
								£45	0	0
Expenditure and Commission,	....	....	....	....	....	....	....	£45	0	0
7. WILLIAM M'ALMON, Commissioner.										
Grant 1848,	....	....	....	....	....	....	....	£67	10	0
Expenditure and Commission,	....	....	....	....	....	....	....	£67	10	0
8. SOLOMON STILES, Commissioner.										
Grant 1848,	....	....	....	....	....	....	....	£47	10	0
Expenditure and Commission,	....	....	....	....	....	....	....	£47	10	0
9. NICHOLAS KEIVER, Commissioner.										
Grant 1848,	....	....	....	....	....	....	....	£75	0	0
Expenditure and Commission,	....	....	....	....	....	....	....	£75	0	0
10. CHARLES ANDERSON, Commissioner.										
Grants 1848,	....	....	....	....	....	....	....	£15	0	0
Expenditure and Commission,	....	....	....	....	....	....	....	£15	0	0
11. JOHN CLEVELAND, Commissioner.										
Grant 1848,	....	....	....	....	....	....	....	£45	0	0
Expenditure and Commission,	....	....	....	....	....	....	£45	0	0	0
Less—Payment for Planks, (no voucher,)	....	....	....	....	....	....	2	0	0	— 43 0 0
								£2	0	0
Due by Commissioner,	....	....	....	....	....	....	....

12. ENOCH STILES, Commissioner.						
Grant 1848—For the Road from Coverdale Road to Niagara,....						£10 0 0
Do. For the Road and Bridges from Stoney Creek, to Stone's, in Coverdale,						75 0 0
						<u>£85 0 0</u>
Expenditure and Commission,						<u>£85 0 0</u>
13. ROBERT SMITH, Commissioner.						
Grant 1848—For the Road from Pollet River to Little River,....						£50 0 0
Expenditure and Commission,						50 3 9
						<u>£0 3 9</u>
£10 overdrawn in 1847, (vide No. 11, Bye Road Report of 1848,) is still unaccounted for.						
14. THOMAS M'CLELLAN, Commissioner.						
Grant 1848—(Bye Roads,)						£17 10 0
Do. (Special)—For the German Town Road through New Ireland,						75 0 0
Do. From Hammond River to Hopewell,						50 0 0
						<u>£142 10 0</u>
Expenditure and Commission,						143 5 0
						<u>£0 15 0</u>
15. JOHN CLEVELAND, Commissioner.						
Grant 1848,						£50 0 0
Expenditure and Commission,					£50 0 0	
Less—For Planks, (no voucher,)					0 2 7	
						<u>49 17 5</u>
Unexpended,						<u>£0 2 7</u>
16. GIDEON VERNON, Commissioner.						
Grant 1848—(Special,)—For the Road from Point Wolf to the Saint John County Line,						£50 0 0
Expenditure and Commission,						<u>£50 0 0</u>

County of Westmorland.

1. ADAM AVARD, Commissioner.						
Grant 1847,						£42 10 0
Expenditure and Commission,					£42 10 0	
Less—Paid Stephen Burk, (no voucher,)					0 9 0	
						<u>42 1 0</u>
Due by Commissioner,						<u>£0 9 0</u>

2. JOHN TRENHOLM, Commissioner.							
Balance from 1847,	....	....	....	....	....	....	£7 11 0
Grant 1848,	....	....	....	....	....	....	65 0 0
							£72 11 0
Expenditure and Commission,	....	....	....	....	....	....	72 11 6
							£0 0 6
3. NATHANIEL LAWRENCE, Commissioner.							
Grant 1846—(Special,) for a Bridge near Cole's Island,	....	....	....	....	....	....	£30 0 0
Expenditure and Commission,	....	....	....	....	....	....	£30 0 0
							£0 0 0
4. ANDREW MURRAY, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£70 0 0
Expenditure and Commission,	....	....	....	....	....	....	£70 0 0
							£0 0 0
5. ADAM C. AVARD, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£25 0 0
Expenditure and Commission,	....	....	....	....	....	....	£25 0 0
							£0 0 0
6. NATHANIEL LAWRENCE, Commissioner.							
Due by Cahill and Lawrence, (Report No. 11, 1848,)	....	....	....	....	....	....	£11 16 4
Grants 1848,	....	....	....	....	....	....	85 0 0
							£96 16 4
Expenditure and Commission,	....	....	....	....	....	....	86 4 0
							£10 12 4
7. JOHN CAREY, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£15 0 0
Expenditure and Commission,	....	....	....	....	....	....	£15 0 0
							£0 0 0
8. SAMUEL C. OULTON, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£25 0 0
Expenditure and Commission,	....	....	....	....	....	....	£25 0 0
							£0 0 0
9. GEORGE LAWRENCE, Commissioner.							
Balance 1847,	....	....	....	....	....	....	£1 16 0
Grant 1848,	....	....	....	....	....	....	25 0 0
							£26 16 0
Expenditure and Commission,	....	....	....	....	....	....	26 4 0
							£0 12 0
10. RUFUS COLE, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£65 0 0
Expenditure and Commission,	....	....	....	....	....	....	£65 0 0
							£0 0 0

11. JAMES ESTABROOKS, Commissioner.							
Balance 1847,	....	....	....	....	....	....	£4 5 0
Grant 1848,	....	....	....	....	....	....	10 0 0
							£14 5 0
Expenditure and Commission,	....	....	....	....	....	....	13 12 0
							£0 13 0
12. CHARLES G. PALMER, Commissioner.							
Grants 1846 and 1847,	....	....	....	....	....	....	£20 0 0
Grant 1848,	....	....	....	....	....	....	40 0 0
							£60 0 0
Expenditure and Commission,	....	....	....	....	....	....	£60 0 0
13. ZACHARIAH TINGLEY, Commissioner.							
Grant 1848—For the Road from E. Reed's to the Town Line,	....	....	....	....	....	....	£10 0 0
Expenditure and Commission,	....	....	....	....	....	....	£10 0 0
14. JOHN PALMER, Commissioner.							
Grant 1848—(Bye Roads,)	....	....	....	....	....	....	£50 0 0
(Special,) For a Bridge over Palmer's Creek,	....	....	....	....	....	....	30 0 0
							£80 0 0
Expenditure and Commission,	....	....	....	....	....	....	80 0 4
							£0 0 4
15. CHARLES THIBODEAU, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£125 0 0
Over-expenditure 1847,	....	....	....	....	....	£4 4 4	
Expenditure and Commission 1848,	....	....	....	....	121 2 0	—	125 6 4
							£0 6 4
<p>£1 14 2 is still due from Thibodeau and Bellevou, short expended in 1847, and Thibodeau has enclosed a voucher for 30s. paid to A. Terrere, which is not charged.</p>							
16. DAVID BOUDERO, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£15 0 0
Expenditure and Commission,	....	....	....	....	....	....	£15 0 0
17. JOHN H. BATEMAN, Commissioner.							
Grant 1848—For the Road from Shediac Road to the French Settlement,	....	....	....	....	....	....	£10 0 0
Expenditure and Commission,	....	....	....	....	....	....	£10 0 0
18. COURTNEY KINNEAR, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£40 0 0
Over-expenditure, 1847,	....	....	....	....	....	£1 9 6	
Expenditure and Commission, 1848,	....	....	....	....	....	38 10 6	
							£40 0 0

19. RALPH BOURKE, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£25 0 0
Expenditure and Commission,	....	....	....	....	....	....	20 0 0
							£5 0 0
							£5 0 0
20. THOMAS GALLON, Junior, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£20 0 0
Expenditure and Commission,	....	....	....	....	....	....	£20 0 0
							£20 0 0
							£20 0 0
21. ARCHIBALD MURRAY, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£25 0 0
Expenditure and Commission,	....	....	....	....	....	....	21 7 0
							£3 13 0
							£3 13 0
22. PASCAL PORRIER, Commissioner,							
Balance from 1847,	....	....	....	....	....	....	£0 4 6
Grant 1848,	....	....	....	....	....	....	35 0 0
							£35 4 6
Expenditure and Commission,	....	....	....	....	....	....	35 7 0
							£0 2 6
							£0 2 6
23. MICHAEL S. HARRIS, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£12 0 0
Due him from 1847,	....	....	....	....	....	£0 4 0	
Expenditure and Commission, per Account,	....	....	....	....	....	13 0 6	
						£13 4 6	
Less—Payment to J. O'Neal, no witness to X,....						4 7 6	
						8 17 0	
							£3 3 0
							£3 3 0
24. SAMUEL ROBICHEAU, Commissioner.							
Grant 1848—For the Kouchibouguacis Bridge,	....	....	....	....	....	....	£15 0 0
Expenditure and Commission,	....	....	....	....	....	....	£15 0 0
							£15 0 0
							£15 0 0
25. JACOB TRITES, Commissioner.							
Grant 1848—(Bye Roads,)	....	....	....	....	....	....	£60 0 0
Do. (Special)—For the Road from the Bend to the Mountain Settlement,	....	....	....	....	....	....	50 0 0
							£110 0 0
Expenditure and Commission,	....	....	....	....	....	£109 19 6	
Less—Overcharge to James Doyle,	....	....	....	....	....	0 10 0	
						109 9 6	
							£0 10 6
							£0 10 6

26. JOHN BOYD, Commissioner.							
Balance from 1847,	....	....	....	....	....	....	£10 6 2
Grant 1848,	....	....	....	....	....	....	173 0 0
							£183 6 2
Expenditure and Commission,	....	....	....	....	....	....	174 7 9
Unexpended,	....	....	....	....	....	....	£8 18 5
27. SIMON LEGERE and A. SIMPSON, Commissioners.							
Grant 1848—For the Aboushagan Bridge,	....	....	....	....	....	....	£50 0 0
Expenditure, and 5 per cent. Commission,	....	....	....	....	....	....	48 0 3
Unexpended, ....	....	....	....	....	....	....	£1 19 9

County of Kent.

1. WILLIAM FITZGERALD, Commissioner.							
Grant 1847—For the Road to the new Bridge, Richibucto,	....	....	....	....	....	....	£21 0 0
Expenditure and Commission,	....	....	....	....	....	....	£21 0 0
2. PETER ROBICHEAU, Commissioner.							
Due from 1847,	....	....	....	....	....	....	£0 1 11
Grant 1848,	....	....	....	....	....	....	100 0 0
							£100 1 11
Expenditure and Commission,	....	....	....	....	....	....	100 15 6
Over-expenditure,	....	....	....	....	....	....	£0 13 7
3. CHARLES K. SMITH, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£55 0 0
Expenditure and Commission,	....	....	....	....	....	....	55 0 6
Due Commissioner,	....	....	....	....	....	....	£0 0 6
4. JAMES JOHNSTON, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£45 0 0
Expenditure and Commission,	....	....	....	....	....	....	44 19 8
Unexpended, ....	....	....	....	....	....	....	£0 0 4
5. JONATHAN DICKINSON, Commissioner.							
Grant 1848—(Bye Roads,)	....	....	....	....	....	....	£222 0 0
“ (Special,) for Bridges up the south side of the	....	....	....	....	....	....
Richibucto,	....	....	....	....	....	....	50 0 0
							£272 0 0
Expenditure and Commission on £202,	....	....	....	....	....	....	202 1 9
Unexpended, ....	....	....	....	....	....	....	£69 18 3

He states that the £70 granted for the Road to Coal Branch will be accounted for as soon as a Bridge at the Coal Branch shall have been completed.

6. SAMUEL ROBERTSON, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£40 0 0
Expenditure and Commission,	....	....	....	....	....	....	£40 0 0
7. THOMAS STEVENSON, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£60 10 0
Expenditure and Commission,	....	....	....	....	....	....	59 10 9
Unexpended,	....	....	....	....	....	....	£0 19 3
8. GERMAIN WHITE, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£90 0 0
Expenditure and Commission,	....	....	....	....	....	....	£90 0 0
9. JAMES SMITH, Commissioner,							
Grant 1848,	....	....	....	....	....	....	£50 0 0
Expenditure and Commission,	....	....	....	....	....	....	£50 0 0
10. RICHARD LEONARD, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£55 0 0
Expenditure and Commission,	....	....	....	....	....	....	£55 0 0
11. A. B. SMITH, Commissioner.							
Balance 1847,	....	....	....	....	....	....	£1 12 0
Grant 1846—For building a Bridge over the Little Buctouche,							15 0 0
Expenditure and Commission,	....	....	....	....	....	....	£16 12 0
Due by Commissioner,	....	....	....	....	....	....	£0 17 0
12. FRANCIS M'PHELM, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£95 0 0
Expenditure and Commission,	....	....	....	....	....	....	92 11 6
Unexpended,	....	....	....	....	....	....	£2 8 6

County of Northumberland.

1. GEORGE GARDINER, Commissioner.							
Grant 1847—(Bye Roads,)	....	....	....	....	....	....	£10 0 0
Expenditure and Commission,	....	....	....	....	....	....	£10 0 0
2. JAMES DAVIDSON, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£226 0 0
Expenditure and Commission,	....	....	....	....	....	....	226 9 9
Over-expenditure,	....	....	....	....	....	....	£0 9 9

10. ALEXANDER DAVIDSON, Commissioner.

Grant 1848,	£67 10 0
Staking, measuring and superintending,	£4 2 10
Commission,	3 7 6
Expenditure,	51 18 9
	<u>59 9 1</u>
Unexpended,	£8 0 11
Due from 1847,	0 18 10
	<u>£8 19 9</u>

The Auditor considers the charge of £4 2 10 for staking, to be objectionable.

11. ALEXANDER SAUNDERS, Commissioner.

Grant 1847,	£20 0 0
Grant 1848,	77 0 0
	<u>£97 0 0</u>
Expenditure and Commission,	<u>£97 0 0</u>

12. D. CROCKER, Commissioner.

Balance 1847,	£5 2 8
Grant 1848,	12 10 0
	<u>£17 12 8</u>
Expenditure and Commission,	16 0 0
	<u>£1 12 8</u>

13. ROBERT FORSYTH, Commissioner.

Grant 1848,	£68 0 0
Expenditure and Commission,	<u>£68 0 0</u>

14. JAMES HOLMES, Commissioner.

Grant 1848,	£20 0 0
Over-expenditure in 1847,	£1 0 8
Expenditure and Commission,	19 17 4
	<u>20 18 0</u>
Over-expenditure,	<u>£0 18 0</u>

15. ROBERT M'KAY, Commissioner.

Balance 1847,	£5 0 0
Grant 1848,	181 0 0
	<u>£186 0 0</u>
Expenditure and Commission,	£146 0 0
Less—No. 26, overcharged,	0 0 6
	<u>145 19 6</u>
Unexpended,	<u>£40 0 6</u>

16. T. W. UNDERHILL, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£107 0 0
Over-expenditure 1847,	....	....	....	....	£18 11	4½	
Expenditure and Commission 1848,	....	....	....	....	88 8	7½	£107 0 0
17. ALEXANDER M'LAGGAN, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£144 0 0
Over-expenditure in 1847,	....	....	....	....	£18 11	4	
Expenditure and Commission,	....	....	....	....	133 13	3-	151 4 7
Over-expenditure,	....	....	....	....	....	....	£7 4 7

County of Gloucester.

1. JOSEPH SEWELL, Commissioner.							
Grant 1848—(Bye Roads,)	....	....	....	....	....	....	£330 0 0
Grant 1848—(Special,) For the Road over Shippegan Plains,	....	....	....	....	....	....	100 0 0
							£420 0 0
Arrears on former years' transactions,	....	....	....	....	....	....	1 1 7
							£421 1 7
Expenditure and Commission,	....	....	....	....	....	....	419 10 10
Due by Commissioner,	....	....	....	....	....	....	£1 10 9
2. JOHN HENRY, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£100 0 0
Unvouched on Account of 1847,	....	....	....	....	....	....	52 13 4
							£152 13 4
Expenditure and Commission,	....	....	....	....	....	....	£152 13 4
3. S. L. BISHOP, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£50 0 0
Grant 1848—(Special,) For the Pabineau Bridge,	....	....	....	....	....	....	100 0 0
							£150 0 0
Expenditure and Commission,	....	....	....	....	....	....	£150 0 0
4. FRANCIS FERGUSON, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£110 0 0
Expenditure,	....	....	....	....	....	....	£110 0 0
No Commission charged.							
5. MICHAEL O'BRIEN, Commissioner.							
Grant 1848,	....	....	....	....	....	....	£90 0 0
Expenditure and Commission,	....	....	....	....	....	....	£91 13 11
Over-expenditure,	....	....	....	....	....	....	£1 13 11

6. WILLIAM MALLORY, Commissioner.

Grant 1848,	£132 4 0
Expenditure and Commission,	£132 4 0

The Commissioner's charges include 44s. for exploring and staking, giving no particulars as to time occupied, &c.; and he paid 23s. 9d. for preparing his bond as Commissioner. Explanations were called for under date the 9th day of January last, but have not yet been furnished.

County of Restigouche.

1. DAVID CROCKER, Commissioner.

Balance from 1847,	£11 7 9
Grant 1848—(Bye Roads,)	382 10 0
Do (Special,) Road from Christopher's to mouth of Upsalquitch,	150 0 0
	<hr/>
	£543 17 9
Expenditure and Commission,	495 17 6
	<hr/>
Unexpended,	£48 0 3

2. PETER STEWART, Commissioner.

Grant 1848,	£311 5 0
Expenditure and Commission,	317 11 1
	<hr/>
Over-expenditure,	£6 6 1

3. JOHN GILLIS, Commissioner.

Grant 1848,	£100 0 0
Expenditure and Commission, including 75s. for 5 days personal services, exploring and overseeing the building of a Bridge,	101 8 11
	<hr/>
Over-expenditure,	£1 8 11

The undermentioned Commissioners have not accounted for the sums drawn by them from the Treasury in 1848.

Carleton.	William Hallett,	£30 0 0
York.	Valentine Pickard,	65 0 0
	Thomas Pickard, Junior,	25 0 0
	Oliver Smith,	12 0 0
	John D. Rainsford, £5 for removing Rocks, &c. Mr. Rainsford reports that the wetness of the season prevented his expending the Grant.	
Kings'.	Robert B. Vail, ...	52 0 0
Charlotte.	Robert Purvis,	10 0 0
Westmorland.	Peter Etter, ...	10 0 0
	Charles Cahill,	25 0 0
Kent.	Charles Arseneau,	30 0 0
Northumberland.	Daniel Wetherall,	15 0 0

Sums not drawn from the Treasury.

Carleton.	William Maclauchlan and J. Micheau,	....	....	£15	0	0
	Coombes and Amereaux,	....	....	25	0	0
York.	William M'Kay,	....	....	5	0	0
Queens'.	T. T. Hewlett,	....	....	20	0	0
	Ebenezer Briggs,	....	....	12	0	0
Saint John.	James Gallagher,	....	....	10	0	0
Charlotte.	Knight and Dickson,	....	....	17	10	0
	James Linton,	....	....	50	0	0
Westmorland.	C. F. Allison,	....	....	25	0	0
Kent.	David Crocker,	....	....	50	0	0
Northumberland.	John Johnston,	....	....	10	0	0
	Robert M'Kay,	....	....	40	0	0
Carleton.	(Improvement of Navigation,) Albert Drake,	....	....	100	0	0

277 Accounts or Sets of Accounts, with an endless number of vouchers from Bye Road Commissioners, are reported upon in this Report.

The preceding Accounts are all sworn to, vouched and correct, unless otherwise expressed in the body of the Report. Wherever I found errors or omissions, I communicated my observations to the respective Commissioners; and where the Accounts had been rendered in due season, they were enabled to furnish such additional data as has in most cases enabled me to report favourably.

F. P. ROBINSON.

QUEEN'S PRINTER.

Audit Office, January 26, 1849.

Report upon the Accounts of John Simpson, Esquire, Queen's Printer, with the Province, for the year 1848.

No. 1. Is Mr. Simpson's Account for Stationery and Printing for the Legislative Council for the year ending the 31st December, 1848, including the Royal Gazette for Legislative Councillors, amounting to £158 16 3

No. 2. Is his General Account for Stationery and Printing Laws and Journals of the House of Assembly, and other Parliamentary Papers, for the year 1848; and for furnishing the Royal Gazette to Members of Assembly, Justices of the Peace, &c., amounting to £1,147 5 9

He credits,

Warrant on Account of Journals,	....	£150	0	0	
“ “ Laws, ...	....	150	0	0—	300 0 0
And claims a balance of	....				847 5 9

No. 3. Is his Account Current for sundry Official Publications in the Royal Gazette during the year 1848, comprising Acts of the Legislature, Proclamations, Despatches, &c., amounting to 456 13 9

Due by the Accounts to Mr. Simpson, £1,462 15 9

The Accounts, as audited, are correctly made up, the charges are at the customary rates, and in a Memorandum attached to a summary of the Accounts Mr. Simpson states, that several allowances and deductions have been made in the yearly charges; the Accounts may be classed under the following heads:—

No. 1. Stationery and Printing for the Legislative Council.

150 Copies Council Journals, Appendix and Index of 1848,	£105 10 0	
Printing Bills and extra Journals,	43 13 9	
14 Copies Royal Gazette for 1848.	7 0 0	
300 Copies Governor's Speech at the opening of the Legislature,	2 12 6	
		£158 16 3

No. 2. Publishing Legislative Acts, Journals, &c.

150 Copies Assembly Journals, Appendices and Titles,	£427 16 3	
600 Copies of the Acts and Indices for 1848,	162 10 0	
383 Copies of the Royal Gazette for 1848, for Members of Assembly, Magistrates, &c.,	191 10 0	
500 extra Copies of the Daily Journals,	120 0 0	
Printing Bills, Reports on Public Accounts, Addresses, Proclamations, Circulars, &c.,	193 6 3	
Mr. Carman's Index to Laws, &c.	47 3 3	
		1,147 5 9

No. 3. Official Publications in the Royal Gazette.

Publishing Acts of the Legislature,	£249 12 6	
Notices of Bye Road and Special Commissioners,	102 7 6	
Government Notices and Proclamations,	25 18 9	
Orders in Council, Despatches, Circulars,	15 18 9	
Government and Provincial Appointments,	10 10 0	
Militia General Orders,	9 3 9	
Notices Courts of Law and Equity,	6 7 6	
Statistical and Fiscal Reports,	22 8 9	
		456 13 9
Total charges per Accounts as Audited, ....	....	£1,762 15 9

F. P. ROBINSON.

PUBLIC BUILDINGS.

Fredericton, 17th March, 1849.

MAY IT PLEASE YOUR EXCELLENCY,

I herewith transmit my Account as Commissioner for Public Buildings from 1st January to 1st July, 1848, shewing a balance due me of £98 2 5, which I trust will be found correct and satisfactory.

I would beg to remark that in consequence of Government House changing occupants, much more than the ordinary repairs were required, and several alterations made, which added much to the expense, but every attention has been had to economy, and all materials purchased at the lowest rates.

Respectfully submitted by

Your Excellency's obedient servant,

B. WOLHAUPTER.

His Excellency Sir Edmund W. Head, Bart., &c. &c. &c.

Audit Office, 27th March, 1849.

Report upon the Account of Benjamin Wolhaupter, Esquire, late Commissioner for Public Buildings.

This is Mr. Wolhaupter's Account of Expenditure for Government House and other Public Buildings, between the 1st of January and 1st of July, 1848, as follows :

Expenditure at Government House for repairs to the House ; repairs and alterations at the Stables ; fitting up Baths and Water Closets ; labour expended about the Grounds ; Guards or Nightly Watch during the absence of Troops ; and sundry purchases and repairs of Furniture, amounting to	£577 12 5
Expenditure at the Province Hall, setting out Trees and keeping the Grounds in order,	20 10 0
Total expenditure, per Account,	£598 2 5
He credits the Provincial Grant for 1848,	500 0 0
And claims a balance of,	£98 2 5

The Account is sworn to, correctly made up, and vouched.

F. P. ROBINSON.

REVENUE DEPARTMENT.

PETITION FROM MERCHANTS AND OTHERS

Interested in Trade at Dalhousie, as to Duties collected under Twenty Third Section of Act 11 Victoria, with opinion of Law Officers of the Crown.

(Copy)

Fredericton, 29th July, 1848.

SIR,—We have the honor to acknowledge the receipt of your Communication, enclosing a Petition from sundry Merchants of Dalhousie, complaining of the construction put upon the 23d Section of the Act for the collection of the Revenue, by the Deputy Treasurer of that Port, and requesting our opinion and report thereon.

The provisions of the 23d Section present two courses for the Master or Owner on the arrival of a Vessel with surplus stores, either to pay the same Duties thereon as if imported by way of merchandize, or to warehouse them for future use.

We are informed by the Treasurer that at the Port of Saint John no merchant looks for full provisions for the use of his vessel while in Port, and although greater inconvenience may be felt by the merchants of Dalhousie than by the Ship-owners of Saint John, yet as the provisions of the Act are of general application, no relief can be extended to the Petitioners unless by Legislative enactment.

We have, &c.

(Signed)

L. A. WILMOT, *Atty. General.*
W. B. KINNEAR, *Sol. General.*

Honorable John R. Partelow, *Provincial Secretary.*

To His Excellency Sir Edmund Walker Head, Bart., Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

The Petition of the undersigned, Merchants and others interested in the Shipping and Trade of the Port of Dalhousie and River Restigouche, in the Province of New Brunswick—

HUMBLY SHEWETH,

That the construction put upon the Twenty third Section of the Act of the Legislature of this Province, passed at its last Session, intituled "An Act to provide for the collection and protection of the Revenue of this Province," has a most injurious tendency toward the obstruction of Trade and best interests of this Port, a construction which your Petitioners cannot believe was the intention of the Legislature to enforce, and in their humble opinion is not borne out by the words of the Act, viz:—that the provisions necessary for a voyage and actually consumed by the Crew of such when in Port, should be subject to and pay Duty, which Duty has and still is being exacted here by the Deputy Treasurer; that surplus stores, if not excessive, may be required to be warehoused or secured for the future use of such Ship, and re-shipped as stores for the same Ship, is all in your Petitioners' opinion that is contemplated or required by the Act, and not that Duty should be paid on what is actually consumed by the Ship's Crew while in Port.

That such a practice is altogether novel in a British Port where British Ships are taking our only article of export, and it has been objected to by all the Ship Masters, and protested against in the strongest terms; and some of your Petitioners have (since the Invoices of cargoes have gone to Britain) had letters from the owners of Ships remonstrating against the exaction of such Duty, as most unjust and unreasonable in a British Colonial Port, such as they were never before called upon to pay, even in Foreign
Foreign

Foreign Ports; and further, that on account of such unheard of charge and exaction, if continued, it will deter them from again sending Ships to this Port.

Your Petitioners are informed, upon the most implicit authority, that the above exaction has not been demanded at any of the adjoining Ports of Bathurst, Miramichi, or Richibucto, and why this isolated Port, the most removed from Head Quarters in the Province, should in this case be made an exception, and restrictions put upon the trade elsewhere not demanded, is to your Petitioners unaccountable, and has very justly caused much dissatisfaction, not only to the merchants and others interested in the welfare of the Port, but to the Ship-owners in Britain, and has a direct tendency in the latter place to prevent Vessels trading hither.

The articles of Beef and Pork, most in use by Ships, cannot be supplied here at all times, and even if Ship Masters were to warehouse all their stores, as well for immediate consumption as for surplus, they could not supply themselves in Port, or if so it would be at a very high rate, so as to lead to a great excess in the disbursements of the voyage.

Your Petitioners do not deem it necessary to dwell at greater length on the great impolicy and consequent inconvenience of such an unjust exaction and restriction on the trade of this Port, which they otherwise might do, but respectfully submit the matter to the consideration of Your Excellency, firmly relying on Your Excellency's wisdom and judgment to afford the remedy, and that such as have paid the above Duty may be reimbursed, and that Your Excellency will cause such steps to be taken in the premises as will prevent a continuance or repetition of such an injurious exaction of Duty as before pointed out, and effectually put a stop thereto, or otherwise, as to Your Excellency may seem meet and proper.

And your Petitioners as in duty bound will ever pray.

(Signed)

ARTHUR RITCHIE, & Co.,
H. & J. MONTGOMERY,
P. & D. STEWART,
WILLIAM HAMILTON,
ROBERT FERGUSON,
G. W. B. COWPER,
LOWDEN, FRASER & Co.,

WILLIAM HAMILTON & Co.,
R. H. MONTGOMERY,
C. S. W. NUTT,
L. G. SAMUEL,
GEORGE MOFFAT,
JONAH SAMUEL.

ORDINARY REVENUE.

The Province of New Brunswick in Account Current with Beverley Robinson, Province Treasurer, from 1st January to 31st December, 1848.

Dr.		Cr.	
To Amount of Warrants prior to 1848, paid from 1st January to 31st December, 1848,	£9,017 6 0	By Balance per Account 1st January, 1848,	£25,331 5 8
Amount of Warrants, Series 1848, paid from 1st January to 31st December, 1848,	113,178 13 6	Received from the Solicitor General,	41,112 5 4
Amount of Interest paid from 1st January to 31st December, 1848,	2,916 9 11	Amount of sums refunded,	421 12 11
Amount of 116 Cases of Drawbacks paid from 1st January to 31st December, 1848,	£125,106 9 5	Amount paid into the Treasury by Receiver General of Casual Revenue,	£2,600 0 0
Amount of Bounty paid to Seizing Officers of H. M. Customs, agreeably to 6th Section of Revenue Act,	51 5 3	Amount paid by Clerk of the Pleas, Supreme Court,	666 18 2
Amount due to the Saint John Savings' Bank, 31st December, 1847, carried to separate Account, and the balance 31st December, 1848, accounted for in the Balance Sheet,	915 15 5	Amount received from the Collectors of H. M. Customs at Saint Andrews, and Saint John and its Out-Bays,	3,266 18 2
Amount due to Northumberland Indian Fund, carried by separate Account to Balance Sheet,	£31,960 8 11	Amount of Ordinary Revenue collected at Saint John, viz:—	3,168 13 8
Amount due to Saint Andrews Savings' Bank, carried by separate Account to Balance Sheet,	250 0 0	Quarter ending 31st March, 1848,	£7,540 18 84
	20 0 0	Do. 30th June, 1848,	11,684 1 6
	32,230 8 11	Do. 30th September, 1848,	9,296 9 34
		Do. 31st December, 1848,	9,350 12 14
		Amount of Export Duty collected at Saint John, viz:—	37,772 1 74
		Quarter ending 31st March, 1848,	£1,294 13 9
		Do. 30th June, 1848,	4,302 10 0
		Do. 30th September, 1848,	4,287 15 1
		Do. 31st December, 1848,	2,696 17 10
		Amount of Auction Duty collected at Saint John,	12,391 16 8
		Moleys of net proceeds of Seizures,	264 3 11
		Amount received from Deputy Treasurers, viz:—	612 12 04
		Thomas H. Peters, Miramichi,	£5,678 4 4
		Dagald Stewart, Dalhousie,	3,057 5 10
		John Miller, Bathurst,	614 14 1
		P. N. J. Dunaresq, Shippegan,	215 4 6
		J. W. Weldon, Richibucto,	1,862 9 0
		D. Haughton, Shediac,	280 17 11
		Do. Quarter ending 31st December, 1847,	91 13 3
		Edward Wood, Westmorland,	52 15 0
		William Carter, Dorchester,	163 12 4
		John M'Almon, Hopewell,	62 12 54
		D. W. Jack, Saint Andrews,	2,721 6 84
		Robert Watson, Saint Stephen,	1,713 16 44
		A. J. Wetmore, Saint George,	367 19 10
		Thomas Moses, West Isles,	124 12 4
		James Taylor, Fredericton,	19 16 6
		H. E. Dibblee, Woodstock,	88 17 7
		Balance due the Province Treasurer,	17,116 17 104
			54,295 6 104
	£158,282 13 9		£158,282 13 9

Treasurer, Saint John, 1st January, 1849.

B. ROBINSON, P. T.

BALANCE SHEET.

DR. *Beverley Robinson, Province Treasurer, in Account for the Balances of all his Public Accounts on 31st December, 1848.* Cr.

To Balance of Account Bay of Fundy Lights,	£2,726 15 61		
Burnt District Loan,	7,273 3 3		
Savings' Bank,	29,991 12 8		
St. Andrews Savings' Bank,	232 0 0		
Northum'nd Indian Fund,	250 0 0		
Bay Vert Canal,	1,028 2 5		
Copyright Duties,	6 1 8		
		£41,507 15 61	
Amounts due the Bank of New Brunswick, viz:—			
Per Cash Credit Account,	£14,801 6 9		
On Bye Road Warrant,	19,496 0 0		
		34,297 6 9	
Amount borrowed from Receiver General of Casual Revenue,	£6,000 0 0		
Amount paid into Treasury by J. Allen, Esq.,	612 3 4		
		6,612 3 4	
Amount of Remittances from Deputy Treasurers for the last Quasster, and for which no account of distribution has been received at this date, viz:—			
Dugald Stewart,	£1,348 16 3		
John Miller,	602 18 4		
Perry J. N. Dumaresq,	57 12 9		
		2,009 7 4	
Outstanding Checks,		186 2 11½	
		£81,562 15 11	
By the following Balances due the Treasurer, viz:—			
Per Account Ordinary Revenue,	£56,295 5 10½		
Sick & Disabled Seamens' Fund,	20 19 9½		
Loan Fund,	8,875 4 9½		
Passenger & Emigrant Fund,	6,393 10 4		
Gulf Lights,	1,837 10 6½		
		£72,922 11 4	
Amount of Bonds, Burnt District Loan,	£6,300 0 0		
Saint John Water Company,	5,000 0 0		
		11,300 0 0	
Amount of 30 Boxes Copper Coin,		340 4 7	
		£84,562 15 11	

Treasury Office, Saint John, 1st January, 1849.

B. ROBINSON, P. T.

REPORT ON TREASURER'S ACCOUNTS.

Auditor General's Report on Province Treasurer's Accounts for the year ending 31st December, 1848.

A BALANCE SHEET.

Statement of the Income and Expenditure of the Province of New Brunswick for the Year ending the 31st December, 1848.

DR.

To Ordinary Revenue, viz :—

Imperial Duties,	£2,711	15	4
Auction do.	288	19	10
Pedlars' do.	12	8	4
Loan do.	4,789	7	6
Ad-valorem do.	10,972	9	3
Export do.	18,281	7	5
Specific do.	37,776	14	10

£74,833 2 6

Sums refunded,	421	12	11
Moiety of Seizures,	605	14	8
Fees Supreme Court,	666	18	2
Interest on Bonds,	304	7	10
Casual Revenue,	2,600	0	0

£79,431 16 1

To Special Duties, viz :—

Light Houses,	£4,022	0	3
Buoys and Beacons,	378	6	7
Seamens' Hospitals,	1,837	9	10

Emigrant Fund, viz :—

Collected,	£2,359	0	0
Imperial Government,	7,410	0	0

9,769 0 0

16,006 16 8

£95,438 12 9

To Balance, being Excess of Expenditure, ...

68,676 17 0

£164,115 9 9

CR.

By Ordinary Revenue, viz :—

Commission to Deputy Treasurers,	£1,434	1	1
Bounties to Seizing Officers,	51	5	3
Drawbacks on Exportation,	1,315	0	10
Duties returned,	526	15	4
Revenue protection,	3,396	17	3

£6,723 19 9

Carried forward,

<i>Brought forward,</i>				£6,723	19	9
The following Payments not made by Warrants, viz:—						
Savings' Bank, Saint John, ....	....	....	£3,710	8	11	
Burnt District Debenture, ....	....	....	6,050	0	0	
Instalment on Loan, ....	....	....	6,000	0	0	
Amount of Interest, viz:—						
On Loan, ....	....	....	£3,217	10	0	
Warrants, ..	....	....	16	12	8	
Burnt District Debentures,	748	7	8			
Bank of New Brunswick,	1,116	6	11			
			<u>5,099</u>	<u>17</u>	<u>3</u>	
						20,859 6 2

The following Payments made by Warrant, viz:—

Civil List, ....	....	....	£14,500	0	0	
Expenses of Legislature, ....	....	....	7,963	18	0	
Judicial, ....	....	....	1,774	10	11	
Provincial Contingencies, ....	....	....	648	18	0	
Printing Laws and Journals, ....	....	....	2,188	5	3	
Education, ....	....	....	17,426	11	8	
Roads and Bridges, ....	....	....	15,829	9	8	
Bye Roads, ....	....	....	20,069	0	0	
Navigation, ....	....	....	581	0	10	
Wharves and Landings, ....	....	....	324	0	0	
Public Buildings, ....	....	....	1,079	11	9	
Packets and Couriers, ....	....	....	1,797	10	0	
Provincial Penitentiary, ..	....	....	2,493	0	0	
Pensions, ....	....	....	1,441	6	8	
Gratuities, ....	....	....	200	0	0	
Bounties, ....	....	....	580	0	0	
Lunatic Asylum, ....	....	....	7,082	16	11	
Indians, ....	....	....	400	0	0	
Treasury Department, ....	....	....	329	10	0	
Clerk of Pleas Supreme Court, ....	....	....	900	0	0	
Board of Health, ....	....	....	1,190	0	0	
Railway Exploration and Survey, ....	....	....	5,740	0	8	
Agriculture, ....	....	....	5,122	0	0	
Military, ....	....	....	1,139	3	1	
Miscellaneous, ....	....	....	4,400	11	11	
			<u>115,201</u>	<u>5</u>	<u>4</u>	
						£142,784 11 3

By Special Duties, viz:—

Commission to D'y. Treasurers, ..	£179	11	1	•	
Drawbacks allowed,	40	16	8		
	<u>£220</u>	<u>7</u>	<u>9</u>		

Payments on Account of—

Light Houses,	£4,193	9	4	
Buoys and Beacons,	412	15	6	
Seamens' Hospitals,	1,619	3	3	
Emigrant Fund,	14,885	2	8	
	<u>21,110</u>	<u>10</u>	<u>9</u>	
				21,330 18 6
				<u>£164,115 9 9</u>

B*The Ordinary Revenue in Account Current.*

DR.

To Balance last Account,	£58,388	15	0
Interest paid on Loan,	£3,217	10	0
Do. Burnt District Debentures,	748	7	8
Do. Warrants,	17	19	6
Do. Bank of New Brunswick,	1,116	6	11
Do. Balance due to Savings' Bank St. John, added to Debentures,	1,741	12	8—
Honorable T. H. Peters, Deputy Treasurer, his Salary,	300	0	0
Amount paid on sundry Accounts by Warrant, £115,201	5	4	
Do. do. do.	3,923	12	7—
			119,124 17 11
			<u>£184,655 9 8</u>

CR.

By sums refunded,	£421	12	11
Moiety of Seizures,	612	19	2
Fees Supreme Court,	666	18	2
Interest on Bonds,	304	7	10
Casual Revenue,	2,600	0	0
			<u>£4,605 18 1</u>

The following Balances transferred, viz :—

Imperial Duties,	£2,696	10	7
Auction and Pedlars,	297	17	5½
Loan Duties,	4,587	16	7½
Ad-valorem,	9,874	8	1½
Export,	17,717	12	7½
Specific,	37,204	2	2½
			<u>72,378 7 7½</u>
Balance to debit in new Account,	107,671	3	11½
			<u>£184,655 9 8</u>

C*Beverley Robinson, Provincial Treasurer, in Account Current with the Province of New Brunswick.*

DR.

To Balance last Account,	£38,807	0	8
Ordinary Revenue, viz :—(Collection in Saint John)—			
Specific and Ad-valorem Duties, March,	£7,540	18	8½
June,	11,584	1	6
September,	9,296	9	3½
December,	9,350	12	1½
Export Duty,	1,204	13	9
June,	4,302	10	0
September,	4,287	15	1
December,	2,596	17	10
Imperial Duties,	2,370	15	1
Auction do.	264	3	11
Loan do.	3,774	11	9
Casual Revenue,	2,600	0	0
Fees, Supreme Court,	666	18	2
Sums refunded,	421	12	11
Moiety of Seizures,	542	12	0½
Interest received on Bonds,	304	7	10—
			61,109 0 0
			<u>£99,916 0 8</u>
Carried forward,			

	<i>Brought forward,</i>	....	....	....	£99,916	0	8
To Special Duties, viz :—							
	Fundy Lights,	....	....	....	£3,114	18	9
	Seamens' Hospital, Saint John,	....	....	....	1,047	14	9
Emigrant Fund, viz :—							
	Collected,	....	....	£1,971	5	0	
	Imperial Government,			7,410	0	0	
					9,381	5	0
						13,543	18 6
To Amount received on Account, the late Attorney							
	General, per Hon. W. B. Kinnear,			£1,112	5	4	
"	from Jacob Allan,	....	....	612	3	4	
"	on Account Savings' Bank, Saint						
	Andrews,	....	....	212	0	0	
"	on Account Copy Right Duties,	....	....	6	1	8	
"	from the Receiver General, as Loan,			6,000	0	0	
"	" Bank of New Brunswick,	....	....	34,297	6	9	
						42,239	17 1
To Amounts received from Deputy Treasurers, viz :—							
Thomas H. Peters,							
	On Account Loan,			£362	2	0	
	Do. Lights,			159	4	8	
	Do. Emigrants,			58	10	0	
	Do. General Duties,			5,678	4	4	
					£6,258	1	0
Dugald Stewart,							
	On Account Loan,			£78	13	2	
	Do. Lights,			76	4	10	
	Do. Emigrants,			4	1	0	
	Do. General Duties,			3,057	5	10	
					3,216	4	10
John Miller,							
	On Account Imperial Duties,			£44	13	10	
	Do. Loan,			49	18	4½	
	Do. Lights,			26	2	4½	
	Do. General Duties,			614	14	1	
					735	8	8
J. N. Dumaresq,							
	On Account Loan,			£29	12	2½	
	Do. Lights,			10	9	0½	
	Do. General Duties,			215	4	5	
					255	5	8
Hon. J. W. Weldon,							
	On Account Loan,			£42	13	1	
	Do. Lights,			59	11	2	
	Do. Imperial,			61	15	3	
	Do. General Duties,			1,862	9	0	
					2,026	8	6
D. Hanington,							
	On Account Loan,			£0	5	0	
	Do. Lights,			33	7	0	
	Do. Hospital,			32	5	1	
	Do. Emigrants,			0	18	0	
	Do. General Duties,			280	17	11	
					347	13	0
	<i>Carried forward,</i>	....	....	£12,839	1	8	£155,699 16 3
				κ‡			

<i>Brought forward,</i>		....	....	£12,839	1	8	£155,699	16	3
Edward Wood,									
On Account Loan,		£1	0	7½					
Do. General Duties,		52	15	0					
							53	15	7½
William Carter,									
On Account Loan,		£17	17	4					
Do. Lights,		31	12	5½					
Do. Hospital,		6	17	4					
Do. Emigrants,		16	4	0					
Do. General Duties,		163	12	4					
							236	3	5½
John M'Almon,									
On Account Lights,		£16	12	0					
Do. Hospital,		3	15	6½					
Do. General Duties,		62	12	5½					
							83	0	0
D. W. Jack,									
On Account Loan,		£152	10	8					
Do. Lights,		207	4	0					
Do. Emigrants,		257	3	6					
Do. General Duties,		2,217	6	5½					
							2,834	4	7½
Robert Watson,									
On Account Loan,		£123	7	6½					
Do. Lights,		88	4	7					
Do. Emigrants,		18	0	0					
Do. General Duties,		1,418	8	8½					
							1,648	0	10
A. J. Wetmore,									
On Account Loan,		£20	14	5					
Do. Lights,		35	4	1					
Do. General Duties,		367	19	10					
							423	18	4
Thomas Moses,									
On Account Loan,		£24	0	3					
Do. Lights,		25	13	3					
Do. Emigrants,		28	11	6					
Do. General Duties,		60	10	0					
							138	15	0
James Taylor,									
On Account Loan,		£0	13	4					
Do. General Duties,		19	16	5					
							20	9	9
H. E. Dibblee,									
On Account Loan,		£7	5	7					
Do. Imperial,		27	12	3					
Do. General Duties,		88	17	7			123	15	5
							18,401	4	8½
To amount received from Deputy Treasurers, no account of distribution, £2,009 7 4.									
Now carried to the respective Accounts as under, viz:—									
Dugald Stewart,									
On Account Loan,		£39	2	1					
Do. Lights,		13	18	11					
Do. General Duties,		1,295	15	3					
							£1,348	16	3
<i>Carried forward,</i>		....	....	£1,348	16	3	£174,101	0	11½

<i>Brought forward,</i>		....	....	£1,348 16	3£174,101 0 11½
John Miller,					
On Account Loan,		£6 9 11½			
Do. Lights,		1 7 3			
Do. General Duties,		595 1 1½			
				602 18 4	
P. J. Dumaresq,					
On Account Loan,		£2 8 9			
Do. Lights,		4 14 11½			
Do. General Duties,		50 9 0½—		57 12 9	
					2,009 7 4
					<u>£176,110 8 3½</u>
CR.					
By Ordinary Revenue, viz :—					
Payments by Warrants of 1847, and prior,		£9,017 6 0			
“ “ 1848,		110,057 19 9			
“ Bounties to Seizing Officers,		51 5 3			
“ Drawbacks,		1,023 12 2			
“ Interest on Debentures,		748 ; 8			
“ on Loan,		3,217 10 0			
“ on Warrants,		16 12 8			
“ on Bank of New Brunswick,		1,116 6 11			
					£125,249 0 5
By Special Duties, viz :—					
Payments on Account of Fundy Lights,		£4,108 9 4			
“ “ of Gulf Lights,		85 0 0			
“ “ of Seamens' Hospital,					
Saint John,		1,168 0 0			
“ “ of Emigrants,		14,885 2 8			
					20,246 12 0
					<u>£145,495 12 5</u>
By Payment of Instalment of Loan,					
Do. Burnt District Debentures,		£6,000 0 0			
Do. Savings' Bank, Saint John,		6,050 0 0			
		3,710 8 11			
					15,760 8 11
By Balance carried to the debit of B. Robinson in new Account, the					
1st January, 1849,		....	....	....	14,854 6 11½
					<u>£176,110 8 3½</u>

D*Statement of Accounts Current with Deputy Treasurers.*

The Honorable T. H. Peters in Account Current with the Province.

DR.

To Balance last Account,	....	....	....	....	....	£1,367 16 9½
Collections in the year, viz :—						
Specific and Ad-valorem,	....	....	....	£4,021 5 6½		
Export,	....	....	....	1,689 19 0		
Auction,	....	....	....	1 16 8		
Loan,	....	....	....	362 2 0—	6,075 3 2½	
						<u>£7,443 0 0½</u>
<i>Carried forward,</i>						

<i>Brought forward,</i>				£7,443	0	0½
Gulf Lights,	....	....	....	£159	4	8
Buoys and Beacons,	....	....	....	144	5	4
Seamens' Hospital,	....	....	....	272	8	4
Emigrant Fund,	....	....	....	58	10	0—
				634	8	4
				<u>£8,077 8 4½</u>		
CR.						
By amount short charged on Bonds to Attorney						
General in 1847,	....	....	....	£17	10	11½
Drawbacks paid on exportation,	....	....	....	88	11	7
Paid Commissioners Seamens' Hospital,	....	....	....	272	8	4
Do. Buoys and Beacons,	....	....	....	129	16	10
Salary for the year 1848,	....	....	....	300	0	0—
Remittance to Treasurer, (his statement,)	....	....	....	6,258	1	0
Balance to debit of T. H. Peters on new Account this day,	....	....	....	1,010	19	7½
				<u>£8,077 8 4½</u>		

Dugald Stewart in Account Current with the Province.

DR.						
To Balance last Account,	....	....	....	....	....	£1,912 15 3¼
Collections in the year, viz:—						
Specific and Ad-valorem,	....	....	....	£1,718	15	1½
Export,	....	....	....	1,425	4	0
Loan,	....	....	....	130	17	2
				<u>3,274 16 3½</u>		
Gulf Lights,	....	....	....	£100	4	1
Buoys and Beacons,	....	....	....	99	9	7
Seamens' Hospital,	....	....	....	94	14	9
Emigrant Fund,	....	....	....	4	10	0—
				<u>298 18 5</u>		
				<u>£5,486 9 11¼</u>		
CR.						
By Drawbacks allowed,	....	....	....	£2	6	5
Paid Commissioners of Buoys and Beacons,	....	....	....	99	9	7
My Commission,	....	....	....	300	0	0
				<u>£401 16 0</u>		
Remitted the Treasurer,	....	....	....	4,565	1	1
Balance to debit of Dugald Stewart, in new Account,	....	....	....	519	12	10½
				<u>£5,486 9 11¼</u>		

John Miller in Account Current with the Province.

DR.						
To Balance last Account,	....	....	....	....	....	£595 3 10¼
Collections in the year, viz:—						
Specific and Ad-valorem,	....	....	....	£637	5	8½
Export,	....	....	....	278	15	11½
Loan,	....	....	....	62	2	6
Imperial,	....	....	....	49	13	2
				<u>1,027 17 4</u>		
<i>Carriad forward,</i>				....	....	£1,623 1 2½

	<i>Brought forward,</i>	....	....	....	....	£1,623	1	2½
Gulf Lights,	....	....	....	....	£30	9	6	
Seamens' Hospital,	....	....	....	....	28	4	11—	58 14 5
Seizures,	....	....	....	....	....	....	....	14 12 5
								<u>£1,696 8 0½</u>
CR.								
By Drawbacks allowed,	....	....	....	....	£15	16	11½	
Commission,	....	....	....	....	108	12	3½—	£124 9 3
Remitted the Treasurer,	....	....	....	....	....	....	....	1,338 7 0
Balance to debit of J. Miller, in new Account,	....	....	....	....	....	....	....	233 11 9½
								<u>£1,696 8 0½</u>

The Honorable J. W. Weldon in Account Current with the Province.

DR.								
To Balance last Account,	....	....	....	....	....	....	....	£1,075 2 7½
Collections this year, viz:—								
Specific and Ad-valorem,	....	....	....	....	£812	6	4	
Export,	....	....	....	....	616	9	6	
Loan,	....	....	....	....	47	8	11	
Imperial,	....	....	....	....	68	12	6—	1,544 17 3
Gulf Lights,	....	....	....	....	£66	3	5	
Buoys and Beacons,	....	....	....	....	44	6	9	
Seamens' Hospital,	....	....	....	....	62	15	5—	173 5 7
								<u>£2,793 5 5½</u>
CR.								
By Drawbacks allowed,	....	....	....	....	£31	2	1½	
Paid Commissioners Buoys and Beacons,	....	....	....	....	83	0	7	
“ “ Seamen's Hospital,	....	....	....	....	63	14	11	
Commission,	....	....	....	....	171	16	2½—	£349 13 10
Remitted the Treasurer,	....	....	....	....	....	....	....	2,026 8 6
Balance to debit in new Account,	....	....	....	....	....	....	....	417 3 1½
								<u>£2,793 5 5½</u>

The Honorable D. Hanington in Account Current with the Province.

DR.								
To Balance last Account,	....	....	....	....	....	....	....	£56 9 8½
Collections this year, viz:—								
Specific and Ad-valorem,	....	....	....	....	£26	13	2	
Export,	....	....	....	....	358	3	8	
Loan,	....	....	....	....	0	5	6	
Pedlars,	....	....	....	....	0	12	6—	385 14 10
Gulf Lights,	....	....	....	....	£37	1	1	
Buoys and Beacons,	....	....	....	....	37	5	6	
Seamens' Hospital,	....	....	....	....	35	16	9	
Emigrant Fund,	....	....	....	....	1	0	0—	111 3 4
								<u>£553 7 10½</u>

CR.

By paid Commissioners Buoys and Beacons,	£15 10 1	
Commission,	49 13 5—	£65 3 6
Remitted the Treasurer, ....	....	347 13 0
Balance to debit in new Account, ....	....	140 11 4½
		<u>£553 7 10½</u>

J. P. N. Dumaresq in Account Current with the Province.

DR.

To Collections this year, viz:—

Specific and Ad-valorem,	£258 14 9	
Export,	115 18 0½	
Loan,	35 12 1—	£410 4 10½
Gulf Lights,	£16 17 9	
Buoys and Beacons,	16 7 1	
Hospital,	14 15 6—	48 0 4
		<u>£458 5 2½</u>

CR.

By paid Commissioners of Buoys and Beacons,	£14 14 4½	
Commission,	45 16 3½—	£60 10 8½
Remitted the Treasurer, ....	....	312 18 5
Balance to debit in new Account, ....	....	84 16 1
		<u>£458 5 2½</u>

Edward Wood in Account Current with the Province.

DR.

To balance last Account, ....	....	£47 14 10
Collections this year, viz:—		
Specific and Ad-valorem,	£6 5 6	
Loan,	0 8 9—	6 14 3
		<u>£54 9 1</u>

CR.

By Commission, ....	....	£0 13 5½
Remitted the Treasurer, ....	....	53 15 7½
		<u>£54 9 1</u>

John M'Almon in Account Current with the Province.

DR.

To balance last Account, ....	....	£43 8 3½
Collections this year, viz:—		
Export Duty, ....	....	103 17 4½
Gulf Lights,	£18 8 9	
Seamens' Hospital,	4 3 10	
		<u>22 12 7</u>
		<u>£169 18 3</u>

		CR.			
By Commission,	£12	12 8½
Remitted the Treasurer,	83	0 0
Balance to debit in new Account,	74	5 6½
				<u>£169 18 3</u>	

William Carter in Account Current with the Province.

		DR.			
To Collections this year, viz:—					
Specific and Ad-valorem,	£65	11 10½
Export Duty,	113	14 9
Loan Duty,	19	17 0
Auction Duty,	1	18 6
Pedlars',	0	10 10—
				£201	12 11½
Fundy Lights,	£35	2 9
Seamens' Hospital,	7	12 7
Emigrant Fund,	18	0 0—
				60	15 4
				<u>£262 8 3½</u>	
		CR.			
By Commission,	£26	4 9½
Remitted the Treasurer,	236	3 5½
				<u>£262 8 3½</u>	

D. W. Jack in Account Current with the Province.

		DR.			
To Balance last Account,	£173	8 5½
Collections this year, viz:—					
Specific and Ad-valorem,	£1,787	8 11½
Export Duty,	444	15 5½
Loan do.	169	9 7
Imperial do.	192	1 0
Auction do.	8	19 9½
Pedlars',	2	10 0—
				£2,605	4 9½
Fundy Lights,	£230	4 6
Buoys and Beacons,	36	12 4
Seamens' Hospital,	141	18 2
Emigrant Fund,	285	15 0—
				694	10 0
Remitted on Account Seamens' Hospital,	115	9 2
				<u>£3,588 12 5</u>	
		CR.			
By Paid Commissioners Buoys and Beacons,	£70	4 0
Do. Seamens' Hospital,	115	0 0
Commission,	300	0 0—
				£485	4 0
Remitted the Treasurer,	2,834	4 7½
Balance to debit in new Account,	*269	3 9½
				<u>£3,588 12 5</u>	

* NOTE.—Mr. Jack is entitled to a further credit for £192 ls., remitted the Treasurer on Account of Imperial Duties, which is corrected by an entry on the 1st January, 1849.

Robert Watson in Account Current with the Province.

DR.

To Balance last Account,	£225 19 3
Collections this year, viz:—	
Specific and Ad-valorem,	£1,222 13 2½
Export Duty,	443 19 6
Loan,	137 1 7½
Auction,	12 1 0
Pedlars'	8 15 0
	<hr/>
	1,824 10 4
Fundy Lights,	£145 14 9
Seamens' Hospital,	86 14 6
Emigrant Fund,	20 0 0
	<hr/>
	252 9 3
	<hr/>
	<u>£2,302 18 10</u>

CR.

By Drawbacks allowed,	£198 8 3
Remitted D. W. Jack on Acct. Seamens' Hospital,	80 0 0
Commission,	207 15 8
	<hr/>
	£486 3 11
Remitted the Treasurer,	1,647 15 10
Balance to debit in new Account,	168 19 1
	<hr/>
	<u>£2,302 18 10</u>

Thomas Moses in Account Current with the Province.

DR.

To Balance last Account,	£77 14 9
Collections this year, viz:—	
Specific and Ad-valorem,	£41 17 10
Export Duty,	28 14 9
Loan do.	11 6 11½
	<hr/>
	81 19 6½
Fundy Lights,	£23 12 0
Seamens' Hospital,	16 14 4
	<hr/>
	40 6 4
	<hr/>
	<u>£200 0 7½</u>

CR.

By Remitted D. W. Jack on Acct. Seamens' Hospital,	£14 9 2
Commission,	10 11 0½
	<hr/>
	£25 0 2½
Remitted the Treasurer,	138 15 0
Balance to debit in new Account,	36 5 5
	<hr/>
	<u>£200 0 7½</u>

James Taylor in Account Current with the Province.

DR.

To Collections this year, viz:—

Specific and Ad-valorem,	£132	14	1
Loan,	7	1	6

£139	15	7
------	----	---

CR.

By Remitted the Treasurer,	£20	9	9
Balance to debit in new Account,	119	5	10

£139	15	7
------	----	---

A. J. Wetmore in Account Current with the Province.

DR.

To Balance last Account,	£70	18	11
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Collections this year, viz:—

Specific and Ad-valorem,	£175	8	1
Export Duty,	269	18	9
Loan,	23	0	5

468	7	3
-----	---	---

Fundy Lights,	£39	2	3
Seamens' Hospital,	23	16	0

62	18	3
----	----	---

£602	4	5
------	---	---

CR.

By Remitted D. W. Jack Acct. Seamens' Hospital, Commission,	£21	0	0
	53	2	4

£74	2	4
-----	---	---

Remitted the Treasurer,	423	18	4
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Balance to debit in new Account,	104	3	9
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£602	4	5
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H. E. Dibblee in Account Current with the Province.

DR.

To Balance last Account,	£17	7	4
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Collections this year, viz:—

Specific and Ad-valorem,	£118	12	5
Loan,	8	1	9
Imperial,	30	13	7

157	7	9
-----	---	---

£174	15	1
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CR.

By Commission,	£13	6	9
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Remitted the Treasurer,	123	15	5
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Balance to debit in new Account,	37	12	11
---------------------------------------	----	----	----

£174	15	1
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Statement of Specific Duties received on Merchandise imported in the year ending the 31st December, 1848, subject to uniform rate of Duty, and the several Ports where

BRITISH OR COLONIAL.

E

Table with columns: Where collected, Butter, Candles, Cattle, Cheese, Cloaks, Coffee, Fish, Fruits, dried, Horses. Rows include Saint John, Miramichi, Dalhousie, Bathurst, Shippigan, Richibucto, Shediac, Bay Verte, Dorchester, Saint Andrews, Saint Stephen, Saint George, West Isles, Woodstock, Fredericton.

FOREIGN.

Table with columns: Where collected, Butter, Candles, Cattle, Cheese, Cloaks, Coffee, Fish, Fruits, dried, Horses. Rows include Saint John, Miramichi, Dalhousie, Bathurst, Shippigan, Richibucto, Bay Verte, Dorchester, Saint Andrews, Saint Stephen, Saint George, Shediac, Woodstock, Fredericton.

UNIFORM RATE OF DUTY.

Table with columns: Where collected, Apples, Brandy, Lemon Syrup, Tea, Tobacco, Wines, TOTAL. Rows include Saint John, Miramichi, Dalhousie, Bathurst, Shippigan, Richibucto, Bay Verte, Dorchester, Saint Andrews, Saint Stephen, Saint George, West Isles, Woodstock, Fredericton.

distinguishing the amounts collected on British or Colonial and Foreign Imports, and on Merchandise collected, also Imperial Duties previous to the 1st of April.

BRITISH OR COLONIAL.

Table with columns: Leather, Skins, Malt Liqueurs, Meats, cured, Molasses, Spirits, Sugar, Flour, TOTAL. Rows include various categories of goods.

FOREIGN.

Table with columns: Leather, Skins, Malt Liqueurs, Meats, cured, Molasses, Spirits, Sugar, Flour, TOTAL. Rows include various categories of goods.

IMPERIAL DUTIES.

Table with columns: Location, Amount. Rows include Saint John, Bathurst, Richibucto, Saint Andrews, Woodstock.

F

Statement of Ad-valorem Duties, Loan, Export, Auction, and Pedlars, received in the year ending 31st December, 1848, shewing the Ports where Collected, and the amount of each Duty, also Duties for special purposes.

WHERE COLLECTED.	AD-VALOREM DUTIES.										Loan.	Export.	Auction.	Pedlars.	Total.
	4 per cent.	7 1/2 per cent.	10 per cent.	15 per cent.	20 per cent.	30 per cent.	30 per cent.	30 per cent.	30 per cent.	30 per cent.					
Saint John,	£5,846 8 7	141 16 6	216 12 9	1,677 2 0	750 11 9	180 11 3	3,744 11 9	12,391 16 8	264 3 11	0 0 0	0 0 0	25,243 15 2			
Miramichi,	573 0 7	0 0 0	74 8 0	72 11 4	52 9 10	15 7 0	362 2 0	1,689 19 0	1 16 8	0 0 0	0 0 0	2,842 14 5			
Dalhousie,	322 12 1	0 0 0	0 0 0	2 9 3	6 13 8	0 0 0	130 17 2	1,425 4 0	0 0 0	0 0 0	0 0 0	1,887 16 2			
Bathurst,	112 6 74	4 8 7	4 7 3	10 13 34	0 19 1	0 0 0	62 2 6	278 15 114	0 0 0	0 0 0	0 0 0	473 13 34			
Shippigan,	83 16 1	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	35 12 1	115 18 04	0 0 0	0 0 0	0 0 0	235 6 104			
Richibucto,	47 11 4	0 0 0	6 10 5	0 16 3	5 8 6	7 13 5	47 8 11	616 9 6	0 0 0	0 0 0	0 0 0	731 18 4			
Sheoane,	1 0 6	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 8 9	358 3 8	0 0 0	0 12 6	0 0 0	360 2 2			
Bay Verte,	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 8 9	0 0 0	0 0 0	0 0 0	0 0 0	0 8 9			
Dorchester,	8 15 63	0 8 74	0 5 73	3 15 0	1 15 63	6 5 104	19 17 0	113 14 9	1 18 6	0 10 10	0 0 0	157 7 33			
Hopewell,	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	103 17 44	0 0 0	0 0 0	0 0 0	103 17 44			
Saint Andrews,	93 6 10	0 0 44	22 16 3	124 18 34	38 12 1	14 4 10	169 9 7	444 15 54	8 19 94	2 10 0	8 15 0	919 13 6			
Saint Stephen,	134 13 3	3 19 6	2 4 2	76 15 0	20 14 11	70 9 64	137 1 74	443 19 6	12 1 0	0 0 0	0 0 0	910 13 6			
Saint George,	4 17 8	0 5 0	6 7 8	9 12 7	3 10 6	4 7 7	23 0 5	269 18 9	0 0 0	0 0 0	0 0 0	322 0 2			
West Isles,	25 4 10	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	11 6 114	28 14 9	0 0 0	0 0 0	0 0 0	65 6 64			
Woodstock,	9 16 0	6 13 3	0 12 3	35 12 3	0 0 0	13 2 5	8 1 9	0 0 0	0 0 0	0 0 0	0 0 0	73 17 11			
Fredericton,	1 11 0	0 0 0	1 4 3	6 3 6	0 0 0	0 0 0	7 1 6	0 0 0	0 0 0	0 0 0	0 0 0	16 0 3			
Totals,	£7,265 0 104	157 11 10	335 9 33	2,020 8 9	880 15 103	313 1 11	4,789 7 6	18,281 7 5	288 19 104	12 8 4	£34,314 11 84				

SPECIAL DUTIES.

	SPECIAL DUTIES.							Total.
	Gulf Lights.	Fundy Lights.	Buoys and Buoys.	Seamens' Hospital.	Emigrants.			
Saint John,	£0 0 0	3,114 18 9	0 0 0	1,047 14 9	1,971 5 0	0 0 0	£6,133 18 6	
Miramichi,	159 4 8	0 0 0	144 5 4	272 8 4	58 10 0	0 0 0	634 8 4	
Dalhousie,	100 4 1	0 0 0	99 9 7	94 14 9	4 10 0	0 0 0	298 18 5	
Bathurst,	30 9 6	0 0 0	0 0 0	28 4 11	0 0 0	0 0 0	58 14 5	
Shippigan,	16 17 9	0 0 0	16 7 1	14 15 6	0 0 0	0 0 0	48 0 4	
Richibucto,	66 3 5	0 0 0	44 6 9	62 15 5	0 0 0	0 0 0	173 5 7	
Shediac,	37 1 1	0 0 0	37 5 6	35 16 9	1 0 0	0 0 0	111 3 4	
Bay Verte,	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Dorchester,	0 0 0	35 2 9	0 0 0	7 12 7	18 0 0	0 0 0	60 15 4	
Hopewell,	0 0 0	18 8 9	0 0 0	4 3 10	0 0 0	0 0 0	22 12 7	
Saint Andrews,	0 0 0	230 4 6	36 12 4	141 18 2	285 15 0	0 0 0	694 10 0	
Saint Stephen,	0 0 0	145 14 9	0 0 0	86 14 6	20 0 0	0 0 0	252 9 3	
Saint George,	0 0 0	39 2 3	0 0 0	23 16 0	0 0 0	0 0 0	62 18 3	
West Isles,	0 0 0	23 12 0	0 0 0	26 14 4	0 0 0	0 0 0	49 6 4	
Grand Manan,	0 0 0	4 16 0	0 0 0	0 0 0	0 0 0	0 0 0	4 16 0	
Woodstock,	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Fredericton,	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Totals,	£410 0 6	3,611 19 9	378 6 7	1,837 9 10	2,359 0 0	0 0 0	£8,696 16 8	

G

Fundy Lights in Account Current with the Province.

DR.

To Commission and Drawbacks,	£90 10 0½	
Payments to Commissioners by Warrant,	4,108 9 4	
		£4,198 19 4½
Balance to credit in new Account,		2,755 8 7
		<u>£6,954 7 11½</u>

CR.

By Balance last Account,		£3,342 8 2½
Collections this year, viz:—		
Saint John,	£3,114 18 9	
Saint Andrews,	230 4 6	
Saint Stephen,	145 14 9	
Saint George,	39 2 3	
West Isles,	23 12 0	
Grand Manan,	4 16 0	
Dorchester,	35 2 9	
Hopewell,	18 8 9	— 3,611 19 9
		<u>£6,954 7 11½</u>

Gulf Lights in Account Current with the Province.

DR.

To Balance last Account,	£1,552 11 3½	
Commission on Collections,	£25 2 1	
Paid Commissioners by Warrant,	85 0 0	110 2 0½
		<u>£1,662 13 4½</u>

CR.

By Collections this year, viz:—		
Miramichi,	£159 4 8	
Dalhousie,	100 4 1	
Bathurst,	30 9 6	
Shippigan,	16 17 9	
Richibucto,	66 3 5	
Shediac,	37 1 1	
		£410 0 6
By Balance to debit in new Account,		1,252 12 10½
		<u>£1,662 13 4½</u>

Buoys and Beacons in Account Current.

RICHIBUCTO AND BUCTOUCHE.

DR.

To Amount paid Commissioners,	£83 0 7	
Commission on Collections,	4 8 10	
		£87 9 5
Balance to credit in new Account,		49 0 4½
		<u>£136 9 9½</u>

CR.										
By Balance last Account,	....	....	....	....	....	....	....	£92	3 0½
Collections this year,	....	....	....	....	....	....	....	44	6 9
								<u>£136</u>	<u>9 9½</u>	
DR.		SAINT ANDREWS.								
To Amount paid Commissioners,	....	....	....	....	....	....	....	£70	4 0
Commission on Collections,	....	....	....	....	....	....	....	2	0 3
								<u>£72</u>	<u>4 3</u>	
CR.										
By Balance last Account,	....	....	....	....	....	....	....	£35	8 8
Collections this year,	....	....	....	....	....	....	....	36	12 4
Balance to debit in new Account,	....	....	....	....	....	....	....	0	3 3
								<u>£72</u>	<u>4 3</u>	
DR.		MIRAMICHI.								
To Amount paid Commissioners,	....	....	....	....	....	....	....	£129	16 10
Balance to credit in new Account,	....	....	....	....	....	....	....	58	16 10
								<u>£188</u>	<u>13 8</u>	
CR.										
By Balance last Account,	....	....	....	....	....	....	....	£44	8 4
Collections this year,	....	....	....	....	....	....	....	144	5 4
								<u>£188</u>	<u>13 8</u>	
DR.		DALHOUSIE.								
To Amount paid Commissioners,	....	....	....	....	....	....	....	£99	9 7
CR.										
By Balance last Account,	....	....	....	....	....	....	....	£40	12 6
Collections this year,	....	....	....	....	....	....	....	58	17 1
								<u>£99</u>	<u>9 7</u>	
DR.		SHEDIAC.								
To Amount paid Commissioners,	....	....	....	....	....	....	....	£15	10 1
Commission,	....	....	....	....	....	....	....	3	14 4
Balance to credit in new Account,	....	....	....	....	....	....	....	33	11 2
								<u>£52</u>	<u>15 7</u>	
CR.										
By Balance last Account,	....	....	....	....	....	....	....	£15	10 1
Collection,	....	....	....	....	....	....	....	37	5 6
								<u>£52</u>	<u>15 7</u>	
DR.		SHIPPIGAN.								
To Amount paid Commissioners,	....	....	....	....	....	....	....	£15	7 4½
Commission,	....	....	....	....	....	....	....	0	19 8½
								<u>£16</u>	<u>7 1</u>	
CR.										
By Collection,	....	....	....	....	....	....	....	£16	7 1

PART I
Seamens' Hospital in Account Current.

DR.		SAINT JOHN.							
To Amount paid Commissioners,	£1,168	0	0	
Commission,		4	15 2½	
							£1,172	15	2½
CR.									
By Balance last Account,	£56	7	6	
Collections this year, viz :—									
Saint John,	£1,047	14	9	
Shediac,		35	16 9	
Dorchester,		7	12 7	
Hopewell,		4	3 10	
Balance to debit in new Account,		20	19 9½	
							£1,172	15	2½

DR.		SAINT ANDREWS.							
To Amount paid Commissioners,	£115	0	0	
Commission,		26	18 1	
Balance to credit in new Account,		201	5 5	
							£343	3	6

CR.									
By Balance last Account,	....	....	....	....	....	£74	0	6
Collections this year, viz :—									
Saint Andrews,	....	....	....	....	....	£141	18	2
Saint Stephen,	....	....	....	....	....		86	14 6
Saint George,	....	....	....	....	....		23	16 0
West Isles,	....	....	....	....	....		16	14 4
							269	3	0
							£343	3	6

DR.		MIRAMICHI.							
To Amount paid Commissioners,	£272	8	4	
Balance to credit in new Account,		158	7 2	
							£430	15	6

CR.									
By Balance last Account,	....	....	....	....	....	£158	7	2	
Collections,	....	....	....	....	....		272	8 4	
							£430	15	6

DR.		RICHIBUCTO.							
To Amount paid Commissioners,	£63	14	11	
Commission,		6	5 5	
Balance to credit in new Account,		129	7 7½	
							£199	7	11½

CR.									
By Balance last Account,	....	....	....	....	....	£136	12	6½	
Collections,	....	....	....	....	....		62	15 5	
							£199	7	11½

DALHOUSIE.

DR.

To Commission,	£9	9	5
Balance to credit in new Account,	233	15	7
	<u>£243</u>	<u>5</u>	<u>0</u>

CR.

By Balance last Account,	£148	10	3
Collections,	94	14	9
	<u>£243</u>	<u>5</u>	<u>0</u>

BATHURST.

DR.

To Commission,	£2	15	7
Balance to credit in new Account,	44	17	1
	<u>£47</u>	<u>12</u>	<u>8</u>

CR.

By Balance last Account,	£19	7	9
Collections,	28	4	11
	<u>£47</u>	<u>12</u>	<u>8</u>

SHIPPIGAN.

DR.

To Commission,	£1	9	6½
Balance to credit in new Account,	13	5	11½
	<u>£14</u>	<u>15</u>	<u>6</u>

CR.

By Collections,	£14	15	6
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K

The Emigrant Fund in Account Current with the Province.

DR.

To Balance last Account,	£1,243	0	3
Commission on Collections,	32	18	0½
Amount of Warrants paid,	14,885	2	8
	<u>£16,161</u>	<u>0</u>	<u>11½</u>

CR.

By Collections this year, viz:—

Saint John,	£1,971	5	0
Miramichi,	58	10	0
Dalhousie,	4	10	0
Shediac,	1	0	0
Dorchester,	18	0	0
Saint Andrews, ...	285	15	0
Saint Stephen,	20	0	0
	<u>£2,359</u>	<u>0</u>	<u>0</u>
By amount received from the Imperial Government,	7,410	0	0
Balance to debit in new Account,	6,392	0	11½
	<u>£16,161</u>	<u>0</u>	<u>11½</u>

L Statement shewing the total net amount of Duties received under the "Loan Act," the several Ports where collected, and how far available towards the liquidation of the Loan and Interest thereon, from the passing of the said Act, to the 30th day of December, 1848.

Ports where collected.	YEARS.							TOTAL.
	1843.	1844.	1845.	1846.	1847.	1848.		
Saint John,	£934 0 10	£4,877 10 2½	£6,858 7 6½	£6,391 13 1	£7,901 0 9	£3,774 11 9	£30,737 4 2	
Miramichi,	228 0 8	787 12 3½	822 14 10	880 2 1½	720 9 0	362 8 0	3,801 6 11	
Dalhousie,	45 2 5	127 16 8	179 16 2	185 9 10	155 19 5	117 15 7	812 0 1	
Bathurst,	0 14 6	116 11 1	122 14 1	107 7 0	116 17 5½	55 18 3	520 2 4½	
Richibucto,	29 18 6	116 18 11½	152 7 1	149 4 5	166 6 6½	42 14 0½	657 9 6½	
Shediac,	1 4 11	7 0 11	8 19 0	26 18 4	6 8 10	0 5 0	50 17 0	
Westmorland,	1 7 5	4 1 11	6 0 2	1 4 7	0 0 0	0 7 10½	13 1 11½	
Dorchester,	3 18 8	14 2 11	11 13 0	7 11 1	11 15 1	17 17 3½	66 18 0½	
Woodstock,	2 2 0	13 17 6	24 15 8	19 14 6	12 18 9	7 5 7	80 14 0	
Saint Andrews,	28 5 8	121 13 1	220 0 3	223 13 2	147 13 5	152 10 9	893 16 4	
Saint Stephen,	10 13 0	58 3 7	73 5 9	135 15 7½	71 16 8	123 5 6½	473 0 2	
Saint George,	4 0 0	20 9 3	36 1 9	56 13 7	57 15 8	20 14 5	195 14 8	
West Isles,	1 6 7	0 0 0	22 2 5	0 0 0	0 0 0	10 4 3	33 13 3	
Hopewell,	0 0 0	0 0 0	0 9 0	0 0 0	0 0 0	0 0 0	0 9 0	
Shippigan,	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	32 1 0	32 1 0	
	£1,290 15 2	£6,265 18 4½	£8,539 6 8½	£8,185 7 4	£9,369 1 7	£4,717 19 4½	£38,368 8 6½	
						Less—Drawbacks allowed, ...	616 17 9½	
							£37,751 10 8½	
							8,940 19 3½	
							£46,692 10 0	

DR.

To 3 Instalments prior to 31st December, 1846,	£18,000 0 0
And Interest to the same period,	9,927 10 0
	£27,927 10 0
To 4th Instalment to 31st December, 1847,	£6,000 0 0
Interest to same date,	3,547 10 0
	9,547 10 0
To 5th Instalment paid to 31st December, 1848,	£6,000 0 0
Interest to same date,	3,217 10 0
	9,217 10 0
	£46,692 10 0

CR.

1848.
Dec. 30.—By Balance overpaid on Loan Account, ...

£46,692 10 0

M

Statement of all Balances on Provincial Accounts (excepting the Petty Ledger,) at the close of 1848, together with the amounts bearing Interest from the 1st of January, 1849, and amount of the Provincial Debt.

	Debits.	Credits.
Beverley Robinson, (Province Treasurer,)	£14,857 4 10½	
The Ordinary Revenue,	*107,669 17 1½	
Savings' Bank, Saint John,		£29,991 12 8
Do. Saint Andrews,		232 0 0
Indian Reserves,		250 0 0
Emigrant Fund,	6,392 10 11½	
Fundy Lights,		2,755 7 10
Seamens' Hospital, Saint John,	20 19 9½	
Bay Verte Canal,		1,028 2 5
Penitentiary Warrant,		12 0 0
Seizures,		177 7 2
Gulf Lights,	1,252 12 1½	
The late Attorney General Peters,	6,128 5 4½	
Thos. H. Peters, Deputy Treasurer, Miramichi,	1,010 19 7½	
Dugald Stewart, do. Dalhousie,	519 12 10½	
John Miller, do. Bathurst,	233 11 9½	
J. W. Weldon, do. Richibucto,	417 3 1½	
D. Hanington, do. Shediac,	140 11 4½	
J. M'Almon, do. Hopewell,	74 5 6½	
D. W. Jack, do. Saint Andrews,	265 8 2½	
Robert Watson, do. Saint Stephen,	168 19 1	
A. J. Wetmore, do. Saint George,	104 3 9	
H. E. Dibblee, do. Woodstock,	37 12 11	
Thomas Moses, do. West Isles,	36 5 5	
Bank British North America,		54,000 0 0
Seamens' Hospital, Saint Andrews,		201 5 5
Do. Richibucto,		129 7 7½
Buoys and Beacons, Richibucto and Buctouche,		49 0 4½
Do. Saint Andrews,	0 3 3	
Seamens' Hospital, Miramichi,		158 7 2
Do. Dalhousie,		233 15 7
Buoys and Beacons, Miramichi,		58 16 10
Seamens' Hospital, Bathurst,		44 17 1
Buoys and Beacons, Shediac,		33 11 2½
Burnt District Debenture Account,		9,250 0 0
Thomas C. Lee, Receiver General,	17,407 19 9	
<i>Carried forward,</i>	£156,738 6 11½	£98,605 11 4½

	Debits.	Credits.
<i>Brought forward,</i>	£156,738 6 11½	£98,605 11 4½
Casual Revenue,		441 14 5
Surplus Civil List,		10,840 2 10
Canada Disputed Territory Fund,		6,738 5 10
P. N. Dumaresq, Deputy Treasurer, Shippigan,	84 16 1	
Seamens' Hospital, Shippigan,		13 5 11½
James Taylor, Deputy Treasurer, Fredericton,	119 5 10	
Bank of New Brunswick,		34,297 6 9
Copyright Duties,		6 1 8
Receiver General, ...		6,000 0 0
	<u>£156,942 8 10½</u>	<u>£156,942 8 10½</u>

*The Provincial Debt at the close of 1848, viz:—

The Balance on the debit side of the Ordinary Revenue Account,	£107,669 17 1½
And the amount of Warrants issued in 1848, but not paid by the Treasurer before close of the year,	7,940 1 9
Amount of Debt,	<u>£115,609 18 10½</u>

The following Balances bearing Interest from 1st January, 1849, viz:—

Saint John Savings' Bank,	£29,991 12 8
Saint Andrews do.	232 0 0
Loan, (to be met by Sinking Fund,)	54,000 0 0
Burnt District Debentures,	9,250 0 0
Bank of New Brunswick,	34,297 6 9
	<u>£127,770 19 5</u>

F. P. ROBINSON.

RETURNS FROM CUSTOM HOUSE.

PORT OF SAINT JOHN, NEW BRUNSWICK.

Imports into the Port of Saint John, N. B., and its Out-Bays, during the Year 1848.

ARTICLES IMPORTED.			ESTIMATED VALUE IN STERLING.							
DESCRIPTION AND QUANTITY.			Great Britain.	BRITISH COLONIES.			United States.	Foreign States.	TOTAL.	
				N. America	W. Indies.	Elsewhere.				
Ale and Porter,	gals.	11,929	653	425	...	...	39	...	1,117
Apothecary Wares,	cwt.	3,215	1,457	273	...	...	3,135	113	4,978
Ashes, Pot and Pearl,	"	695	...	10	...	...	933	...	943
Bread,	"	3,085	160	523	...	...	1,962	...	2,645
Butter,	"	808	...	2,055	...	...	15	...	2,070
Books and Stationery,	pkgs.	1,607	4,524	595	...	...	2,366	...	7,485
Bricks of all kinds,	M.	171	387	27	...	...	17	...	431
Cheese,	cwt.	470½	30	1,055	...	...	79	...	1,164
Coffee,	"	728½	...	170	...	...	1,266	...	1,524
Cattle, Horned,	No.	450	72	3,520	...	...	...	...	3,592
Sheep, Lambs, Calves,	"	7,504	120	5,766	...	...	...	...	5,886
Candles,	cwt.	916	1,001	227	...	...	113	...	1,341
Cider,	gals.	15,739	...	96	...	...	385	...	481
Cordage and Twine,	cwt.	6,999	11,745	684	...	...	899	...	13,328
Copper, wrought,	"	433	1,616	...	...	...	12	...	1,628
Coals,	chal.	25,566	10,837	428	...	...	148	...	11,413
Corn Meal,	bls.	54,165	...	2,989	...	...	27,035	...	30,024
Dye Wood,	cwt.	234	...	11	...	...	26	18	55
Earthenware,	crates	715	3,165	97	...	...	32	...	3,294
Flour,	Wheat,	bls.	59,426	...	24,187	...	45,457	...	69,644	
		Rye,	"	13,595	...	348	...	10,912	...	11,260
Fruit, dried,	cwt.	1,122	98	225	1	...	1,308	...	1,632	
Do. & Vegetables, green,	bls.	55,791	9	6,995	1	...	4,470	4	11,479	
Fish,	Dried,	cwt.	6,729	...	2,445	...	2	...	2,447	
		Salted,	bls.	5,179	...	4,117	...	22	...	4,139
			Smoked,	boxes	5,881	...	599
Oil,	galls.	65,962	68	2,414	...	4,088	625	...	7,195	
		Barley,	bush.	3,344	...	245	...	453	...	698
Grain,	Wheat,	"	257,826	150	62	...	59,761	...	59,973	
		Oats,	"	67,149	...	6,156	6,156
Gunpowder,	cwt.	134	371	39	...	...	...	...	410
Gypsum,	tons	924	...	267	...	...	26	...	293
Horses,	No.	30	500	565	...	...	...	...	1,065
Hides, raw,	"	2,762	...	36	...	...	1,008	...	1,044
Hardware,	cwt.	4,760	16,028	617	70	...	3,294	...	20,009	
Hemp,	"	1,298	...	1,365	...	...	530	...	1,895
Indian Corn,	bush.	66,605	...	54	...	...	7,641	...	7,695
Iron,	Wrought,	tons	1,836	12,591	313	...	164	...	13,068	
		Unwrought,	"	371	2,667	2	2,669
			Castings,	cwt.	1,284	1,245	76
		Pig,	tons	539	1,246	96	1,342
Indigo,	lbs.	2,645	272	26	...	...	...	...	298
Lard,	cwt.	406	16	124	...	...	730	...	870
Meats,	Salted,	"	9,602	...	2,405	...	7,368	...	9,773	
		Fresh,	"	830	...	437	...	378	...	815
Molasses,	"	38,094	...	6,166	2,784	...	1,963	5,298	16,211	

IMPORTS.—Continued.

ARTICLES IMPORTED.		ESTIMATED VALUE IN STERLING.						TOTAL.	
		Great Britain.	BRITISH COLONIES.			United States.	Foreign States.		
DESCRIPTION AND QUANTITY.	N. America		W. Indies.	Elsewhere.					
Manufactures, Glass, cwt.	773	605	287	...	...	491	...	1,383
“ Linen Canvas, yds.	98,000	4,639	10	...	...	...	...	4,849
“ Leather, pkgs.	786	4,919	471	...	...	2,743	...	8,133
“ Tobacco, cwt.	2,361	...	997	...	...	4,427	253	5,677
Meal, Oat, “	2,363	81	1,335	...	...	107	...	1,523
Naval Stores, bls.	1,837	4	91	...	...	582	...	677
Paints, cwt.	1,241	2,083	40	...	...	53	...	2,176
Paint Oil, galls.	4,685	163	17	...	...	107	...	287
Rice, cwt.	2,299	...	249	...	...	1,842	...	2,091
Slates, tons	154	283	...	...	...	...	...	283
Sugar, unrefined, cwt.	20,740	11	13,642	1,866	...	1,055	3,189	19,763	
“ refined, “	2,751	3,103	549	...	...	123	...	3,775
Salt, bush.	232,101	3,645	540	22	...	100	440	4,747	
Spices, cwt.	153	145	155	...	...	44	...	344
Seeds, “	323	138	159	...	...	306	...	603
Soap, “	1,098	325	...	...	...	89	...	414
Spirits, {	Brandy, galls.	27,868	5,211	343	...	32	...	5,586	
	Geneva, “	31,884	2,667	408	...	333	...	3,408	
	Rum, “	61,993	136	2,390	32	...	3,691	79	6,328
	Whiskey, “	1,152	195	28	223
Wine, “	19,587	3,161	913	...	...	261	...	4,335
Sawn Lumber, Boards, M. s. ft.	439	...	769	...	...	11	...	780
“ Deals, “	1,739	...	2,770	...	...	95	...	2,865
Staves, M.	57	...	92	...	...	...	...	92
Shingles, “	123	...	37	...	...	...	...	37
Starch, cwt.	259	367	7	...	...	78	...	452
Tea, lbs.	371,273	6,266	2,888	...	...	4,973	...	14,127
Tallow, cwt.	2,652	...	25	...	...	5,382	...	5,407
Timber, tons	314	100	92	...	...	131	...	323
Treenails, M.	17½	10	15	...	...	31	...	56
Vinegar, galls.	8,523	61	44	...	...	138	...	243
Wooden Wares, pkgs.	2,996	710	390	...	...	2,325	...	3,425
1,366 Packages, consisting of British and Foreign Merchandize of Cotton, Linen, Silk, Woollen Manufactures, Haberdashery, &c.		121,127	8,745	84	nil.	6,271	384	136,611	
Total Imports 1848, ...	...	231,383	117,830	4,860	4,088	220,395	9,866	588,422
Total Imports 1847, ...	...	567,573	163,281	5,863	377	307,055	26,365	1,070,514
Increase in 1848, ...	...	...	...	...	3,711	...	...	...
Decrease in 1848, ...	...	336,190	45,451	1,003	...	86,660	16,499	482,092

Exports from the Port of Saint John, N. B., and its Out-Bays, during the Year 1848.

ARTICLES EXPORTED.		ESTIMATED VALUE IN STERLING.						TOTAL.
		Great Britain.	BRITISH COLONIES.			United States.	Foreign States.	
DESCRIPTION AND QUANTITY.	N. America		W. Indies.	Elsewhere.				
Bread, 74 cwt.	...	68	...	...	...	...	...	68
Butter and Cheese, 84 “	59	24	17	...	...	117	...	217
Beef and Pork, 1,099 “	935	448	63	...	...	21	...	1,495
Bones, 78 tons.	20	...	20
Cordage, 806 cwt.	...	1,486	...	...	...	...	...	1,486
Coals, 692 chal.	...	209	...	...	...	235	...	444
Canvas, 12,244 yds.	...	638	...	...	...	...	...	638
Copper, 311 cwt.	...	1,491	...	...	...	...	...	1,491
Candles, 22½ “	...	62	...	...	...	...	...	62
Corn Meal, 1,633 brls.	...	1,214	...	...	...	...	...	1,214
Earthenware, 162 pkgs.	...	555	...	...	...	...	...	555

EXPORTS.—Continued.

ARTICLES EXPORTED.		ESTIMATED VALUE IN STERLING.							
		DESCRIPTION AND QUANTITY.	Great Britain.	BRITISH COLONIES.			United States.	Foreign States.	TOTAL.
				N. America.	W. Indies.	Elsewhere.			
Flour,	{ Wheat,	3,574 brls.	...	4,159	25	...	...	...	4,184
	{ Rye,	928 "	...	744	...	...	...	...	744
Fruit, dried,		9 cwt.	...	10	...	...	...	...	10
Furs,		33 pkgs	1,098	142	...	...	70	2,768	1,310
	{ Dried,	17,973 cwt.	2,513	4,004	535	...	266	...	10,086
	{ Pickled,	14,588 brls.	...	7,327	576	...	4,088	17	12,008
	{ Smoked,	6,423 bxs.	326	48	194	9	7	105	689
Fish	{ Oysters,	5,642 bush.	...	397	...	...	...	...	397
	{ Oil, Seal,	4,707 gals.	300	198	3	...	...	...	501
	{ Oil, Whale,	42,400 "	4,088	...	...	...	...	...	4,088
Gypsum,		1,025 tons	...	6	...	...	239	...	245
Grindstones,		1,688 "	1	3,052	...	...	520	9	3,582
Glass Manufactures,		114 bxs.	...	57	...	...	70	...	127
Hardware,		1,069 cwt.	139	3,393	...	...	52	...	3,584
Hides and Skins,		11,352 no.	1	...	...	...	1,393	...	1,394
Iron Unwrought,		350 tons	...	1,427	...	...	1,025	...	2,452
Wrought,		2,037 "	...	10,970	...	...	582	...	11,552
Castings,		143 cwt.	...	250	...	...	...	...	250
Ice,		2,152 tons	975	...	...	...	202	...	1,177
Lime,		2,386 hhds.	...	481	...	...	100	...	581
Leather Manufactures,		83 pkgs.	...	2,086	...	...	...	...	2,086
Molasses,		33,524 galls.	...	1,592	...	...	7	8	1,607
Naval Stores,		194 bls.	...	81	...	...	...	...	81
Oakum,		261 cwt.	...	264	...	...	...	...	264
Paints,		90 "	...	98	...	...	...	...	98
Paint Oil,		626 gals.	...	113	...	...	...	...	113
Sugar,		550 cwt.	...	495	...	...	...	...	495
Salt,		217,970 bush.	...	3,374	...	...	3,524	2	6,900
Soap,		73 cwt.	...	70	4	...	...	...	74
	{ Brandy,	1,834 gals.	...	354	...	...	62	...	416
	{ Geneva,	236 "	...	21	...	...	22	...	43
Spirits	{ Rum,	2,770 "	...	176	...	...	206	...	382
	{ Wine,	2,321 "	54	200	...	...	320	...	574
Tea,		8,636 lbs.	...	464	...	12	...	...	476
Tobacco,		28 cwt.	...	55	...	...	...	...	55
Wood Goods—									
Boards & Sawn Lumber,		13,898 m. s. ft.	926	4,030	5,027	33	17,763	466	28,245
Deals,		129,073 "	232,356	2,344	...	...	435	38	235,173
Lathwood,		1,906 cords	1,948	5	...	...	...	...	1,953
Laths,		2,515 m.	385	95	6	...	89	...	575
Spars,		4,951 no.	1,591	81	8	...	112	30	1,822
Oars,		3,346 "	104	2	5	...	...	2	113
Railway Sleepers,		7,436 m. s. ft.	14,799	109	...	...	49	...	14,957
Shingles,		14,365 m.	...	3,632	277	12	2,151	8	6,080
Staves,		210 "	292	157	67	...	...	...	516
Timber,		194,240 tons	200,751	483	...	...	2,193	...	203,427
Whale Bone,		9,000 lbs.	394	...	...	...	...	...	394
896 Packages of British, Colonial and Foreign Merchandize, consisting of Cotton, Woollen, Silk, and Linen Manufactures, Haberdashery, &c.			2,153	1,0644	17	10	2,041	31	14,896
Total Exports in 1848,	...	...	466,188	73,885	6,824	76	37,871	3,622	588,466
" in 1847,	...	...	502,123	82,458	4,612	...	40,467	2,952	632,612
Increase in 1848,	...	...	...	...	2,212	76	...	670	...
Decrease in 1848,	...	...	35,935	8,573	...	...	2,596	...	44,146

SHIPS INWARDS.

PORT.	GREAT BRITAIN.		BRITISH COLONIES		UNITED STATES.		FOREIGN STATES.		TOTAL.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	Men.
Saint John,	295	146,701	822	46,671	470	83,973	24	6,360	1,611	283,705	12,004
Miramichi,	54	20,576	108	7,335	30	7,241	3	561	195	35,713	1,487
Bathurst,	13	5,621	34	1,907	...	...	...	...	47	7,528	363
Caraquet,	7	2,198	31	2,183	...	...	1	94	39	4,475	230
Dalhousie,	31	11,320	91	7,880	5	2,732	11	2,800	138	24,732	1,040
Richibucto,	16	6,098	63	5,965	10	3,349	3	701	92	16,113	740
Dorchester,	3	446	18	1,589	7	1,963	...	...	28	3,998	204
Shediac,	7	2,542	24	1,853	7	4,107	3	715	41	9,217	330
Total, ...	426	195,502	1,191	75,383	529	103,365	45	11,231	2,191	385,481	16,398

SHIPS OUTWARDS.

PORT.	GREAT BRITAIN.		BRITISH COLONIES		UNITED STATES.		FOREIGN STATES.		TOTAL.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	Men.
Saint John,	478	222,428	844	44,114	286	38,443	2	261	1,610	305,246	12,670
Miramichi,	86	32,506	95	4,374	7	435	1	138	189	37,453	1,503
Bathurst,	14	6,353	40	2,433	...	...	...	...	54	8,786	402
Caraquet,	7	2,859	27	1,150	...	...	2	230	36	4,239	216
Dalhousie,	59	20,066	68	4,175	...	...	1	23	128	24,264	1,069
Richibucto,	43	13,351	45	2,461	...	...	...	...	88	15,792	721
Dorchester,	13	3,573	8	444	...	...	...	...	21	4,017	172
Shediac,	21	8,587	21	643	...	...	...	...	42	9,230	329
Total, ...	721	309,703	1,148	59,794	293	38,878	6	652	2,168	409,027	17,022

Emigrants arrived at the Port of Saint John, N. B., and its Out-Bays, of all ages.

						Adults.
From Great Britain,	...	...	...	...	...	119
Ireland,	...	...	...	...	...	3,591
Out-Bays,	...	...	...	...	...	162
Total,	...	...	...	...	...	3,872

60 new Vessels registered at Saint John, N. B., ...	...	...	...	...	16,107 Tons.
2 do. for Owners in the United Kingdom,	...	...	...	...	954 "
13 do. do. Miramichi, ...	...	...	...	...	2,062 "
1 do. for Owners in the United Kingdom,	...	...	...	...	593 "
76 Vessels.				Total, ...	19,716 "

Custom House, Saint John, N. B., 19th February, 1849.

ALEX. GRANT, *Controller.*

An Account of Receipts and Payments for this Port and its Out-Stations for the Quarter ending 5th April, 1848, at which period the Imperial Duties ceased.

DUTIES RECEIVED UNDER IMPERIAL ACT.										Sterling.		
In the month of January 1848,	£451	4	4
" " February,	590	6	5
" " March	1,545	4	0
										<u>£2,586 14 9</u>		
Surcharge on Miramichi Accounts,	0	0	9
Duties received at Woodstock,	24	9	11
										<u>£2,611 5 5</u>		

PAYMENTS TO PROVINCIAL TREASURER.										Sterling.		
1848. January 25,	£200	0	0
March 9,	300	0	0
" 14,	380	0	0
April 5,	903	15	6
										<u>£1,783 15 6</u>		
Over credited on entry 244, Christmas Quarter, 1846,	0	10	0
Return Duties—Holderness and Chilton,	£24	0	0	...			
George Taylor, Junior,	15	11	10	...			
John Robertson,...	2	17	5	...			
										<u>42 9 3</u>		
Surcharge on Miramichi Accounts, Insp'r. and Ex'r. Letter 17th March, 1847,	0	0	9
Paid Deputy Treasurer Woodstock,	24	9	11
Proportion of Salaries paid by the Province,	760	0	0
										<u>£2,611 5 5</u>		

Quarter ending 5th July, 1848.

Surcharge on Accounts of this Port, under Insp'r. & Ex'r. Letter No. 1, 15th May, 1848,	...	...	...	...	...	...	...	...	...	£10	0	0
Duties received at Richibucto, Lady Day Quarter, not received here in time to be included in last Quarter's Account, ...	...	...	...	...	...	...	...	...	...	5	3	11
										<u>£15 3 11</u>		
1848. 5th July, ...	...	...	...	...	...	...	...	...	...	£10	0	0
Paid Deputy Treasurer, Richibucto,	...	...	...	...	...	...	...	...	...	5	3	11
										<u>£15 3 11</u>		
Surcharges on closing the Accounts of the Port by the Inspector and Examiner,	...	...	...	...	...	...	...	...	...	£1	16	7
Surcharge on closing the Woodstock Accounts, ...	...	...	...	...	...	...	...	...	...	0	4	4
										<u>£2 0 11</u>		
Paid Provincial Treasurer,	...	...	...	...	...	...	...	...	...	£1	16	7
Paid Deputy Treasurer, Woodstock,	...	...	...	...	...	...	...	...	...	0	4	4
										<u>£2 0 11</u>		

Custom House, Saint John, N. B., 5th Jan., 1849.

ALEX. GRANT, *Cont'r.*

PORT OF SAINT ANDREWS, NEW BRUNSWICK.

An Account of the Quantities and Values in Sterling Money of Goods Imported and Exported at this Port and its Out-Stations in the year 1848.

IMPORTS.

Description and Quantities of Goods Imported.	United Kingdom.	BRITISH COLONIES.		United States.	Foreign States.	Total.
		North America.	West Indies.			
Ale and Porter, 170 gals	...	...	...	9	...	9
Ashes, Pot and Pearl, 6,944 lbs	...	...	...	103	...	103
Apothecary Wares, 153 pkg	14	...	...	300	...	314
Bread, 480 cwt	17	...	...	417	...	434
Butter and Lard, 28 "	...	107	...	8	...	115
Brandy, 728 gals	147	...	...	...	...	147
Cheese, 42 cwt	...	46	...	42	...	88
Cordage and Rigging, 725 "	1,832	4	...	207	...	2,043
Candles, 2,020 lbs	...	...	...	61	...	61
Coffee, 38 cwt	...	...	...	82	...	82
Coals, 1,148 chal	833	...	...	10	...	843
Copper, Wrought, 127 cwt	...	...	...	650	...	650
Corn Meal, 4,562 brls	...	...	...	2,971	...	2,971
Canvas, 7,020 yds	472	...	...	...	...	472
Earthenware, 24 pkgs	96	...	...	...	...	96
Fish { Pickled, 3,401 brls	...	3,457	...	3	...	3,460
{ Dried, 1,693 cwt	...	798	...	14	...	812
{ Smoked, 35 box	...	3	...	...	...	3
{ Oil, 3,495 gals	...	205	...	55	...	260
Fruit, Fresh, 667 brls	...	88	...	248	...	336
Fruit, Dried, 44 cwt	...	...	...	65	...	65
Flour, Wheat, 6,133 brls	...	...	...	8,193	...	8,193
Flour, Rye, 276 "	...	...	...	208	...	208
Grain—i. Corn, 12,986	...	13	...	2,308	...	2,321
Oats, 164	...	...	...	...	...	38
Beans, 138 bushels,	...	...	...	...	...	38
Gin, 350 gals	38	...	...	48	...	54
Glass Manufactures, 31 pkg	6	...	...	645	...	1,310
Hardware, 243 "	665	...	...	578	...	578
Hemp, 362 cwt	...	...	...	5	...	988
Iron, Wrought, 72 tons	883	100	...	...	...	1,308
Iron, Unwrought, 174 "	1,308	...	...	153	...	153
Leather, Manufactured, 53 pkg	...	...	...	366	33	862
Molasses, 18,496 gals	...	155	308	1,209	...	1,211
Meats, Salted, 742 cwt	...	2	...	80	...	102
Meats, Fresh, 76 "	...	22	...	110	...	122
Naval Stores, 288 brls	12	...	...	47	...	165
Nails, Iron, 136 cwt	118	...	...	7	...	114
Oil, Paint, 1,012 gals	107	...	...	53	...	243
Oakum, 182 cwt	190	...	...	1	...	73
Paint, 83 "	72	...	...	122	...	381
Potatoes and other Vegetables, 3,160 bush	...	259	...	266	...	266
Rum, 1,064 gals	...	...	...	212	...	212
Rice, 21,997 lbs	...	...	125	19	395	1,832
Salt, 45,900 bush	1,293	...	11	151	...	456
Sugar, Unrefined, 274 cwt	68	226	...	...	...	40
Sugar, Refined, 26 "	40	...	...	256	...	256
Tobacco, Manufactured, 8,271 lbs	...	...	...	658	...	658
Tea, 13,603 "	...	...	...	52	...	110
Vinegar and Cider, 5,049 gals	...	58	...	...	...	19
Wine, 47 "	19	...	...	904	...	1,054
Wood Manufactures, 101	49	...	...	...	...	1,054
152 Packages Haberdashery and other British and Foreign Merchandize,	2,268	42	...	1,985	...	4,295
Value of Imports for 1848, ...	10,599	5,634	444	23,881	428	40,986
Value of Imports in 1847, ...	15,763	5,983	25	33,043	...	54,814
Increase, ...	...	...	419	...	428	...
Decrease, ...	5,164	349	...	9,162	...	13,828

EXPORTS.

Description and Quantities of Goods Exported.	United Kingdom.	BRITISH COLONIES.		United States.	Foreign States.	Total.	
		North America.	West Indies.				
Boards, 4,523½ m ft	957	96	4,698	1,814	...	7,565	
Coals, 154 chal	...	...	...	137	...	137
Canvas, 10 pkg	...	180	...	...	...	180
Deals, 18,919 m ft	31,564	...	...	110	...	31,674
Flour, Wheat, 14 brls	6	7	...	8	...	21	
Fish } Dried, 205 cwt	...	88	...	13	...	101	
	} Pickled, 468 brls	...	276	...	208	...	484
		} Smoked, 8,267 box	6	953	11	...	970
Firewood, 60 cords	...	...	...	40	...	40
Iron, Hardware, 13 tons	...	228	...	86	...	314	
Laths, 2,793 m	54	12	...	458	...	524	
Lathwood, 75½ cords	55	...	...	6	...	61
Lime, 11,560 casks	...	280	...	2,065	...	2,345	
Meats, Salted, 91 cwt	110	5	28	...	...	143
Molasses, 287 gals	...	2	...	16	...	18	
Oars, 375	19	...	8	...	...	27
Pickets, 637½ m	15	...	8	790	...	813	
Posts, Cedar, 1,200	...	60	...	...	...	60
Railway Sleepers, 340 m ft	1,229	...	...	...	...	1,229
Rickers, 154	13	...	...	10	...	23
Shingles, 8,248 m	...	675	1,571	2	...	2,248	
Sugar, Unrefined, 25 cwt	...	...	...	37	...	37
Salt, 18,575 bush	...	140	...	793	...	933	
Spars, 942	211	...	3	...	...	214
Ship Knees, 273	...	...	...	89	...	89
Staves, 2 m	...	3	...	...	...	3
Timber, 118 tons	110	...	...	...	...	110
Treenails, 1,500	3	...	...	...	...	3
36 Packages Haberdashery and other British and Foreign Merchandize,	143	92	132	...	...	367
Value of Exports for 1848,	34,495	3,097	6,459	6,682	...	50,733	
Value of Exports in 1817,	51,079	2,453	6,078	4,177	...	63,787	
Increase, ... ..	...	644	381	2,505	...	...
Decrease,	16,584	...	...	...	...	13,054

SHIPS INWARDS.

PORT.	United Kingdom.		British Colonies.		United States.		Foreign States.		Total.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	Men.
Saint Andrews,	23	8,816	16	942	561	47,188	3	856	603	57,802	3,179
Saint Stephen,	7	1,683	38	3,170	16	6,120	...	...	61	10,973	447
Campo Bello,	5	1,912	20	675	60	5,605	2	456	87	8,648	507
Magaguadavic,	1	372	9	607	82	3,510	...	...	92	4,489	296
Total,	36	12,783	83	5,394	719	62,423	5	1,312	843	81,912	4,429

SHIPS OUTWARDS.

PORT.	United Kingdom.		British Colonies.		United States.		Foreign States.		Total.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	Men.
Saint Andrews, ...	30	11,363	16	1,580	485	41,735	...	...	531	54,678	2,991
Saint Stephen,	25	8,331	46	4,777	...	...	...	...	71	13,108	525
Campo Bello,	1	457	21	601	57	5,358	...	...	79	6,416	436
Magaguadavic,	18	6,690	12	396	99	2,994	...	...	129	10,080	538
Total,	74	26,841	95	7,354	641	50,087	...	...	810	84,282	4,490

10 New Vessels Registered at Saint Andrews in 1848—3,077 Tons.

380 Emigrants arrived from United Kingdom in 1848.

Custom House, Saint Andrews, N. B., 5th Jan., 1849.

W. WHITESIDE, Cont'r.

An Account Current of the Receipts and Payments under Acts of the Imperial Parliament, and Grants from the Provincial Treasury to this Department for the Year ended 5th January, 1849.

		RECEIPTS.				Sterling.	
1848. Duties received under Acts of the Imperial Parliament—							
April	5.	At the Port of Saint Andrews,	...	...	...	£228	16 0
"	"	At the Out-Port of Campo Bello,	...	...	...	4	10 10
"	"	" " Saint Stephen,	...	...	...	*31	17 4
"	"	" " Magaguadavic,	...	...	...	40	2 9
July		Warrant on the Provincial Treasurer,	...	...	...	302	10 0
Nov.		Draft on the Deputy Treasurer at Saint Andrews, payment of a Tape	...	...	...
		Line for admeasuring Vessels, B. O. 57, 27th October, 1847,	...	...	...	1	11 0
		Total,	...	...	...	£609	7 11
1848.		PAYMENTS.				Sterling.	
April	5.	Proportion of Salaries paid by the Province,	...	...	...	£302	10 0
"	"	Payment to Deputy Treasurer at Saint Andrews,	...	...	...	2	16 11
July	5.	Carried to the credit of the Crown,	...	...	...	302	10 0
1849.							
Jan.	5.	Carried to the credit of the Crown,	...	...	...	1	11 0
		Total,	...	...	...	£609	7 11

Custom House, Saint Andrews, N. B., 5th Jan., 1849.

W. WHITESIDE, *Cont'r.*

* NOTE.—The actual amount collected at Saint Stephen is £35 0 11, but he has deducted therefrom amount paid Pingree and Chipman, £3 3 7, Return Duties, B. O. No. 3, 1848, and excluded from the Account at this Port.

An Account of the Number and Tonnage of Vessels that have Entered Inwards and Cleared Outwards, (within the Province excepted,) at this Port and its Out-Stations in the Year 1848.

Place whence Entered Inwards or to where Cleared Outwards.	Port at which Entered or Cleared.	ENTERED INWARDS.			CLEARED OUTWARDS.		
		No.	Tons.	Men.	No.	Tons.	Men.
United Kingdom,	Saint Andrews,	22	8,359	298	30	11,363	400
	Saint Stephen,	7	1,683	68	25	8,331	268
	Campo Bello,	5	1,912	65	...	...	...
	Magaguadavic,	1	372	12	18	6,690	232
	Total, B. V.,...	35	12,326	443	73	26,384	920
Guernsey and Jersey, Do. do.	St. Andrews, B. V.	1	457	15	...	...	...
	Campo Bello, "	...	...	...	1	457	14
British West Indies,	Saint Andrews,	2	401	17	2	392	16
	Saint Stephen,	9	1,601	69	22	3,558	159
	Campo Bello,	2	150	10	...	...	...
	Magaguadavic,	...	...	...	1	107	6
	Total, B. V.,...	13	2,152	96	25	4,057	181
British North American Colonies.	Saint Andrews,	14	541	39	14	1,188	62
	Saint Stephen,	29	1,569	104	24	1,219	78
	Campo Bello,	18	525	54	21	601	74
	Magaguadavic,	9	607	35	11	289	33
	Total, B. V.,...	70	3,242	232	70	3,297	247
Spain.	St. Andrews, B. V.	2	596	23	...	...	...
France.	Do. "	1	260	8	...	...	...
United States.	Saint Andrews,	171	9,637	519	111	4,339	281
	Saint Stephen,	16	6,120	206	...	...	...
	Campo Bello,	57	5,345	352	54	5,098	335
	Magaguadavic,	75	2,682	218	92	2,166	236
	Total, B. V.,...	319	23,784	1,295	257	11,663	852
United States.	Saint Andrews,	390	37,551	2,260	374	37,336	2,232
	Campo Bello,	3	260	10	3	260	13
	Magaguadavic,	7	828	31	7	828	31
	Total, U. S. V.,...	400	38,639	2,301	384	38,424	2,276
Island St. Martins, Danish.	Campo Bello, B. V.	2	456	16	...	...	...
	Total,.....	843	81,912	4,429	810	84,282	4,490

Custom House, Saint Andrews, N. B., 5th Jan., 1849.

W. WHITESIDE, *Cont'r.*

An Account of New Vessels that have been Registered at this Port during the Year 1848.

Rig.	Name.	Where built.	Tons.
Barque,	Strang,	Saint Andrews,	419
Schooner,	Beaver,	Beaver Harbour,	17
Do.	Surprise,	Do.	15
Do.	John Conley,	Saint Andrews,	17
Barque,	Alan Potter,	Saint Stephen,	524
Brig,	Brazilian,	Do.	168
Schooner,	L'Etang,	Magaguadavic,	79
Do.	Only Son,	Campo Bello,	16
Ship,	Salacia,	Saint Andrews,	845
Do.	El Dorado,	Magaguadavic,	977

Total, 2 Ships, 2 Barques, 1 Brig, 5 Schooners, 3,077 Tons.

Custom House, Saint Andrews, N. B., 5th January, 1849.

W. WHITESIDE, *Cont'r.*

I N D E X .

1849.

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108	Mackenzie, Mary Ann	The like, 46, 47; recommended, and referred to Supply, 171, 174; Grant passed, 194.
109	Murphy, Jasper N. Esquire, M. D.	For balance of claim for Medical aid to Emigrants in Westmorland. Emigrant Committee, 47; recommended, and referred to Supply, 260, 261; Grant negatived, 318.
110	Lawler, John	School allowance, 47; recommended, and referred to Supply, 170, 174; Grant passed, 193.
111	Turner, Rachel	The like, 47; recommended, and referred to Supply, 172, 174; Grant passed, 195.
112	Hinchey, John	The like, 47; recommended, and referred to Supply, 170, 174; Grant passed, 194.
113	Davidson, Jane	The like, 47; recommended, and referred to Supply, 170, 174; Grant passed, 194.
114	M'Monagle, Hugh	For return of Duties paid on Horses and Sheep imported from England. Trade, 47; not recommended, 158; Grant passed in part, 236.
115	Loch, William	For return of Export Duty on Timber. Trade, 47; recommended, and referred to Supply, 158, 161; Grant passed, 196.
116	M'Leod, George	School allowance, 48; rejected, 173; Grant passed, 319.
117	Pendleton, Martha	For Pension as Soldier's Widow. Supply, 48; Grant negatived, 204.
118	King, Malcolm	To be compensated for services as Mail Carrier. On Table, 48; referred to Committee on Couriers, 212; not recommended, 252.
119	M'Leod, William	For aid to keep a House of Entertainment on Oak Bay Road. Agricultural Committee, 59; recommended, and referred to Supply, 255, 256; Grant passed, 287.
120	DesBrisay, L. P. W.	For Return Duties on Flour. Trade, 59; recommended, and referred to Supply, 158, 161; Grant passed, 196.
121	M'Kenzie, Flora	School allowance, 59; recommended, and referred to Supply, 171, 174; Grant passed, 195.
122	Grannel, Elizabeth W.	The like, 59; recommended, and referred to Supply, 172, 174; Grant passed, 195.
123	Latham, George T.	The like, 60; recommended, and referred to Supply, 170, 174; Grant passed, 194.
124	Wilson, William	The like, 60; rejected, 173; Grant passed, 280.
125	Hamilton, James M.	For Return Duty on Molasses. Trade, 60; recommended, and referred to Supply, 159, 161; Grant passed, 196.
126	Ritchie, Arthur and Company.	For return of Export Duty on Timber and Deals. Trade, 60; recommended, and referred to Supply, 159, 161; Grant passed, 196.
127	Lloyd, Charles	To be reimbursed extra expense incurred in protection of Revenue at Campbeltown. Trade 60; recommended, and referred to Supply, 159, 161; Grant passed, 196.
128	Jury, John	For Return Duty on Horses. Trade, 61; recommended, and referred to Supply, 159, 161; Grant passed, 196.
129	Justices of St. John.	For Act to authorize assessment on Portland for lighting with Gas. On Table, 61.—Bill No. 23.
130	The like.	For Act to make provision for Public Burial Ground. On Table, 61. Bill No. 24.
131	Moore and Harding.	For return of Export Duty on Deals. Trade, 61; not recommended, 159.
132	Howard, Horatio G.	School allowance, 61; recommended, and referred to Supply, 172, 174; Grant passed, 195.
133	Robinson, Reverend Samuel and others.	For authority to Reverend Edward D. Very to solemnize Marriage. On Table, 61.—Bill No. 7.

No.	PETITIONS— <i>Continued.</i>	
134	Justices of St. John.	For amendment in Act establishing Police Force in Portland. On Table, 61.—Bill No. 25.
135	Crouse, Gould	For Pension due the late Ruth Baird. Supply, 62; Grant passed, 245.
136	Matthewson, E.	For Pension as Soldier's Widow. Supply, 62.
137	Cummings, George	School allowance, 62; rejected, 172; Grant passed, 245; rejected by Council, 302.
138	Anderson, W. W.	The like, 62; rejected, 172.
139	Springstead, Isaac	For pecuniary relief as an old Soldier. Supply, 62; Grant passed on division, 221; rejected by Council, 302.
140	Underwood, Samuel	For Pension due the late John Underwood. Supply, 62; Grant passed, 238.
141	Delaney, James W.	For Return Duty on a Horse. Trade, 62; recommended, and referred to Supply, 159, 161; Grant passed, 196.
142	Cahill, Charles and Dixon, James	To be reimbursed a sum expended in relief of Indians. Supply, 62; Grant negatived, 238.
143	Hatheway, C. R.	To be remunerated for services rendered Emigrants at Saint Andrews. Emigrant Committee, 62; not recommended, 260.
144	M'Kay, Robert Jun.	For Pension due the late Susanna Beckwith. Supply, 62; Grant passed, 222.
145	Murray, Hugh	That Pension to Mary M'Leod be continued. Supply, 63; Grant passed, 222.
146	Egan, Rev. Michael and others.	That Grant of last Session to relieve distress and procure Seed in Northumberland, be re-appropriated. On Table, 63.—Bill No. 122.
147	Ullock, Thomas and others.	The like. On Table, 63.—Bill No. 122.
148	Napier, William	To be remunerated for services as Gauger at Bathurst. Trade, 63; recommended, and referred to Supply, 159, 161; Grant passed, 196.
149	Marks, Neh. & others.	That Bread Stuffs be admitted free of Duty. On Table, 64.
150	Moore, Josephus	For Act to remunerate persons for loss in purchase of Crown Land. On Table, 64.—Bill No. 22.
151	Coulter, William	For measures to be adopted for the suppression of Intemperance. On Table, 64; referred to Committee, 100; Report, 187.—Bill No. 116.
152	Jagoe, Edward	School allowance, 64; rejected, 172; Grant passed, 287; rejected by Council, 329.
153	Marks, Nehemiah and others.	Against Act for the erection of a Bridge at Salt Water in Saint Stephen. On Table, 64.—Bill No. 4.
154	Weatherill, William	School allowance, 64; recommended, and referred to Supply, 171, 174; Grant passed, 195.
155	Evanson, A. C. and others.	That Road from Loch Lomond to Sussex Vale, by the South Stream, be established as a Great Road. On Table, 65.
156	Wetmore, Jesse L.	To be compensated for extra work on Groom's Bridge. Road Committee, 65.
157	LeBlanc, Benoni and others.	To be compensated for extra work on Bridge over Memramcook. Road Committee, 65; Grant out of Appropriation for Road from Saint John to Nova Scotia Line, 306.
158	Hopkins, David	To be compensated for loss in the erection of a Bridge on Road from Fredericton to Saint Andrews. Road Committee, 65.
159	M'Farlane, Walter	To be compensated for extra work on Bridge on Road from Roix' to Saint Stephen. Road Committee, 65.
160	Scovil, Henry A. and others.	For alteration in Road between Head of Bellisle and Saint John. Road Committee, 65.
161	Dann, Philip P. and others.	Against alteration in Road between Head of Bellisle and Saint John. Road Committee, 65.
162	Hope, John	To be reimbursed expense in support of a sick Indian. Supply, 65; Grant negatived, 238.

No.	PETITIONS— <i>Continued.</i>	
163	Botsford, Bliss and others.	For Grant towards the payment of Debt in the erection of Temperance Hall and Mechanics' Institute at Moncton. On Table, 65; Resolution to refer to Supply, negatived, 125.
164	Henderson, Thomas and others.	For Grant to remunerate James Sivewright as Teacher in the Moncton Academy. Education Committee, 65, 66; recommended, and referred to Supply, 249, 250; Grant passed, 286; rejected by Council, 328.
165	Bourne, Thomas G.	School allowance, 66; rejected, 173; Grant passed, 305.
166	Hoyt, George	For Pension due the late Mary Hoyt. Supply, 66; Grant negatived, 237.
167	Kelly, William	For Grant towards semi-weekly Stage to Miramichi. Committee as to Couriers, 66; recommended in part, and referred to Supply, 251, 253; Grant negatived, 288.
168	Wilson, John	To be compensated for conveying the Mails over the River Miramichi, and to be reimbursed in part for loss on Team Ferry Boat. Committee, 66; not recommended, 251.
169	Kay, William B. and others.	For aid towards Courier from Post Office in Salisbury to Elgin. Committee, 66; recommended and referred to Supply, 251, 253; Grant passed, 288; rejected by Council, 329.
170	Weeks, William	For continuation of Grant for Packet between Bay de Verte and Prince Edward Island. Committee, 66; not recommended, 251.
171	Bell, George and M'Lean, Hector	To be compensated for Ferrying Mails over River Richibucto. Committee, 66; not recommended, 252.
172	Sprague, George	For aid towards Packet from Bay de Verte to Prince Edward Island. Committee, 66; not recommended, 251.
173	Sharp, William	To be compensated for Ferrying Mails over Jemseg. Committee, 67; not recommended, 252.
174	M'Lean, James and others.	For the erection of a Breakwater at West Quaco Head. Trade 67; not recommended, 159.
175	Rectors and Wardens of Saint George Church, Carleton.	For Return Duties on Bell, Clock and Organ. Trade, 67; recommended, and referred to Supply, 159, 161; Grant passed, 196.
176	Carter, Catherine	School allowance, 67; recommended, and referred to Supply, 170, 174; Grant passed, 194.
177	Corey, Jacob	The like, 67; rejected, 173.
178	M'Court, John	The like, 67; rejected, 173.
179	Theal, William Y. Esquire, M. D.	For grant to enable him to continue his Medical services to Indians in Kent. On Table, 67; referred to Supply, 78.
180	Elliot, Francis	For balance due on the erection of Bridge over Bathurst Basin. Supply carried on division, 68; Grant passed on divisions, 221, 222; rejected by Council, 302.
181	Campbell, Janet	For Pension as Soldier's Widow. Supply, 68; Grant negatived, 205.
182	Williams, Lydia	For Pension as Soldier's Widow. Supply, 68; Grant negatived, 205.
183	Sewell, Eunice	For Pension as Soldier's Widow. Supply, 70; Grant negatived, 238.
184	M'Pherson, John R.	To be compensated for attending the Draw at Oromocto Bridge. Supply, 70; Grant passed, 238.
185	Disbrow, Noah and others.	For repeal or amendment in Act for widening Saint John Street, in Saint John. On Table, 71; referred to Committee, 123; Report, 165. —Bill No. 106.
186	Hammond, W. Cook	To be reimbursed loss by reason of seizure of Horses. Trade, 71; not recommended, 159.
187	Hatheway, Fred. W.	For Return Duty on Steam Engine. Trade, 71; not recommended, 159.
188	Doherty & M'Tavish.	For Return Duty on Goods exported to Nova Scotia. Trade, 71; recommended, and referred to Supply, 159, 161; Grant passed, 196.
189	Scovil, Rev. William and others.	For Duties to be imposed on Foreign Produce. On Table, 71.

No.	PETITIONS— <i>Continued.</i>	
190	Price, J. C. & others.	For Duties to be imposed on Foreign Produce. On Table, 71.
191	Martin, Rachel	School allowance, 72; recommended and referred to Supply, 171, 174; Grant passed, 194; additional Grant, and rejected by Council, 285, 328.
192	M'Curdy, Rev. D.	The like, 72; recommended, and referred to Supply, 171, 174; Grant passed, 194.
193	Spillane, Cain	For additional compensation as Teacher. Education Committee, 72; not recommended, 249.
194	Todd, William and others.	For Act to build a Toll Bridge at Sprague's Falls on the River Saint Croix. On Table, 72.
195	Thompson, Margaret	To be reimbursed loss and expenses in defence of Title to Land. Committee on J. Steen's Petition, 72; recommended, and referred to Supply, 277; Grant passed, 305.
196	Payne, Robert	To be reimbursed amount expended in obtaining site for Lunatic Asylum. Committee, 73; Report not recommending, 162.
197	Henry John & others.	For Breakwater at South Shore of Bay de Chaleur. Trade, 74; not recommended, 159.
198	Downie, Donald	School allowance, 74; recommended, and referred to Supply, 172, 174; Grant passed, 195.
199	Wheten J. & others.	For amendment in Act to provide for Sick and Disabled Seamen. On Table, 74.—Bills Nos. 33, 75.
200	Dow, Enoch	To be compensated for improvements made on a Tract of Crown Land at Tobique. Committee on J. Steen's Petition, 74; recommended, and referred to Supply, 277; Grant negatived, 305.
201	M'Phelim, James	To be compensated for loss by reason of error in Timber Licence. Committee on J. Steen's Petition, 74; not recommended, 277.
202	Turner, Sarah Ann	School allowance, 74; recommended and referred to Supply, 171, 174; Grant passed, 194.
203	Wilson, Charlotte M.	The like, 75; rejected, 173; Grant passed, 319.
204	Butler, William H. and others.	For repeal of Tavern Act and to prevent sale of Liquors. On Table, 75; referred to Committee, 100; Report, 187.—Bill No. 116.
205	Irvine, Rev. Robert and others.	For aid towards Presbyterian Seminary at Saint John. Education Committee, 75; recommended and referred to Supply, 249, 250; Grant passed, 286; rejected by Council, 328.
206	M'Kenzie, Murdock and others.	For Grant to enable them to purchase Land for the benefit of a School in Alnwick. Education Committee, 75; recommended, and referred to Supply, 250; Grant passed, 286; rejected by Council, 328, 329.
207	Melone, Patrick	To be compensated for work on Road between Saint John and Westmorland. Road Committee, 75; Grant passed, 321.
208	Bleakney, Thomas	To be reimbursed for work performed on a Bridge over the River Petitediac, it having been carried away by a Freshet. Road Committee, 75.
209	O'Neill, Mary	School allowance, 75; recommended, and referred to Supply, 171, 174; Grant passed, 195.
210	Coddington, Eliphaz	For continuation of Grant for services during the last American War. Supply, 75; Grant negatived, 205.
211	Berry, Rebecca	For Pension as Soldier's Widow. Supply, 75; Grant passed on division, 221.
212	Babino, Silvain	For balance due on Contract for building Wharf at Shediac. On Table, 76; referred to Supply, 119; Grant passed, 204.
213	Smith, Charles K. & M'Phelim, Francis	For increase of Duty for support of Buoys and Beacons at Buctouche. On Table, 76.—Bill No. 42.
214	Creelman, James R.	For Return Duty on Flour and Meal. Trade, 76; recommended, and referred to Supply, 160, 161; Grant passed, 196.
215	Jones, Daniel Jr.	To be reimbursed in part for expense incurred in the invention of Machinery for Fog Bells. Committee on Light Houses, 76; recommended to Light House Commissioners, 274; Grant passed, 304.

No.	PETITIONS— <i>Continued.</i>	
216	Turner, Charlotte H.	School allowance, 76 ; rejected, 173.
217	Chipman, Zachariah	For Return Duty on Goods destroyed by Fire. Trade, 76 ; not recommended, 160.
218	Robinson, Rev. S.	For amendment in Act extending the privilege of Solemnizing Marriage. On Table, 76 ; referred to Committee, 82 ; Report, 162.—Bill No. 104.
219	Kilburn, Isaac and others.	The like. On Table, 76 ; referred to Committee, 82 ; Report, 162.—Bill No. 104.
220	Smith, Daniel and others.	The like. On Table, 76 ; referred to Committee, 82 ; Report, 162.—Bill No. 104.
221	Demill, Rufus S. and others.	The like. On Table, 76 ; referred to Committee, 82 ; Report, 162.—Bill No. 104.
222	Shaw, Jonathan and others.	The like. On Table, 76 ; referred to Committee, 82 ; Report, 162.—Bill No. 104.
223	Todd, William Jr.	For return of Export Duty on Lumber. Trade, 76, 77 ; recommended, and referred to Supply, 160, 161 ; Grant passed, 196.
224	Parent, Joseph and Barker, Jacob M.	To be compensated for building Bridge on Road between Fredericton and Woodstock. On Table, 77.
225	Bixby, Mary Jane	School allowance, 77 ; rejected, 172 ; Grant passed, 287 ; rejected by Council, 329.
226	Doison, Elizabeth	The like, 77 ; rejected, 173 ; Grant passed, 305.
227	Todd, Freeman H.	For return of Export Duty on Lumber. Trade, 77 ; not recommended, 160.
228	Todd, Freeman H.	The like. Trade, 77 ; recommended, and referred to Supply, 160, 161 ; Grant passed, 196.
229	Horsman, David	School allowance, 77, 78 ; recommended, and referred to Supply, 170, 174 ; Grant passed, 194.
230	Theal, Charles S. Esquire, M. D.	To be compensated for Medical attendance on Indians. Supply, 78 ; Grant negatived, 319.
231	M'Laren, Lawrence Esquire, Surgeon.	To be compensated for Medical attendance on Indians. Supply, 78.
232	Holderness, J. W. and Chilton.	For Return Duty on Bricks. Trade, 232 ; not recommended, 160.
233	Morehouse, George and others.	For further allowance for Courier between Fredericton and Nackawikak. Committee, 78 ; recommended, and referred to Supply, 252, 253 ; Grant passed, 288 ; rejected by Council, 329.
234	Bowes, James and others.	For aid towards a Courier from lower Post Office, in Saint Stephen, to Mill Town. Committee, 78 ; recommended, and referred to Supply, 252, 253 ; Grant negatived, 288.
235	M'Leod, Roderick and others.	For aid towards a Courier between Miramichi and Shippegan. Committee, 78 ; recommended, and referred to Supply, 252, 253 ; Grant passed, 288 ; rejected by Council, 329.
236	M'Cullough, Andrew	For return of Export Duty on Lumber. Trade, 236 ; recommended in part, and referred to Supply, 160, 161 ; Grant passed, 196.
237	Robertson, Thomas R. and others.	For Act to Incorporate the Fredericton Mutual Insurance Company. On Table, 78.—Bill No. 36.
238	Samuel, Michael & Sons, and others.	For Grant to meet the several balances due from the Committee on Quarantine Regulations in Northumberland. Emigrant Committee, 79 ; not recommended, 260.
239	Johnson, Mackie and Company,	The like, as to balance due them. Emigrant Committee, 79 ; not recommended, 260.
240	Williston, John T. and Letson, William	For investigation into their Accounts as Committee for Quarantine Regulations in Northumberland, and to be reimbursed expenses incurred. Emigrant Committee, 79 ; not recommended, 261.

No.	PETITIONS— <i>Continued.</i>	
241	M'Kenna, J. & others.	To be reimbursed expense for support of Emigrant Poor in Bathurst. Emigrant Committee, 79; recommended, and referred to Supply, 260, 261; Grant passed, 318; rejected by Council, 332.
242	Lynch, David See No. 335.	School allowance, 79; rejected, 173.
243	Gardiner, William	To be reimbursed expenses incurred as regards a seizure of Horses. Trade, 80; not recommended, 160.
244	Moran, J. & others.	To be compensated for the care and maintenance of two Seamen. Trade, 80; recommended, and referred to Supply, 160, 161; Grant passed, 196.
245	Dean, B. & others.	To alter Road between Pasarinco and Saint John. On Table, 80.
246	Misset, George	To be compensated for services as Keeper of Post Way Office on the Nerepis Road. Courier Committee, 80; not recommended, 252.
247	Murray, Andrew	For additional remuneration as Mail Carrier between Sackville and Tormentine. Courier Committee, 80; recommended, and referred to Supply, 252, 253; Grant passed, 288; rejected by Council, 329.
248	Green, James	To be reimbursed for loss of Horse on Mail Road to Saint John. Courier Committee, 81; recommended, and referred to Supply, 252, 253; Grant passed, 288.
249	Leavitt, Joseph	For continuation of Grant to Courier between Fredericton and Saint Andrews. Courier Committee, 81; recommended, and referred to Supply, 252, 253; Grant passed, 288; further Grant negatived on division, 305; first Grant rejected by Council, 329.
250	President & Directors South Bay Boom Co.	For amendment in Act of Incorporation. On Table, 81.—Bill No. 39.
251	Moore, Jane	School allowance, 81; recommended, and referred to Supply, 171, 174; Grant passed, 194; further Grant negatived, 305.
252	M'Intosh, John	To be refunded amount paid on the purchase of Horses sold under seizure. Trade, 81; not recommended, 160.
253	Melly, William	School allowance, 81; rejected, 173.
254	Bartlett, Richard	The like, 81; recommended, and referred to Supply, 172, 174; Grant passed, 195.
255	Robinson, J. & others. See No. 271.	For Act to annex certain Islands to Parish of Douglas. On Table, 81.—Bill No. 21.
256	M'Gowan, Samuel	To be remunerated for services in the protection of the Revenue. Trade, 82; the Committee express no opinion, 160.
257	Tunney, Michael	School allowance, 82; rejected, 173; Grant passed, 304; rejected by Council, 332.
258	Duval, Edmund H.	To be remunerated as principal Teacher of the British School in Saint John. Education Committee, 82; recommended, and referred to Supply, 250; Grant passed, 286.
259	Allison, Charles F. and others.	For Act to Incorporate the Trustees of Wesleyan Academy at Sackville. On Table, 82, 83.—Bill No. 44.
260	Collins, Mary	For pecuniary relief. Supply, 83; Grant passed on division, 197.
261	Wright, W. & others.	That a Grant pass to Alfred L. Street, Esquire, to remunerate him for services in the cause of Railways. On Table, 83.
262	Harding, George J. Esquire, M. D.	To be remunerated as Health Officer at Partridge Island. Emigrant Committee, 83; not recommended, 261.
263	Perkins, Ambrose S.	For Return Duty on Molasses. Trade, 83; recommended, and referred to Supply, 160, 161; Grant passed, 197.
264	M'Avity, Thomas	To be remunerated for services to Emigrants. Emigrant Committee, 83; recommended, and referred to Supply, 261; Grant passed, 318.
265	Gleason, Martin	To be secured in the possession of a Lot of Land. Agricultural Committee, 84; recommended, and referred to Supply, 255, 256; Grant passed, 288.

No.	PETITIONS— <i>Continued.</i>	
266	Kerr, David S.	To be remunerated for Reporting and Publishing the Decisions of the Supreme Court. Supply, 84; Grant passed on division, 197, 198; Resolve that no further Grant be made, 198.
267	Robertson, J. & others.	For amendment in Acts relating to Highways. On Table, 84.—Bill No. 31.
268	Walsh, John	School allowance, 84; rejected, 173; Grant passed, 304; rejected by Council, 331.
269	Knight, Reverend R.	For continuation of Grant to Wesleyan Academy at Sackville. Supply, 85; Grant passed, 206.
270	O'Connor, Timothy	To be remunerated for services in preparing Maps of the Province. Supply, 85; Grant passed, 245.
271	Maclauchlan, James A. and others. See No. 255.	Against the Bill for annexing Islands in River Saint John to Parish of Douglas. On Table, 86.—Bill No. 21.
272	M'Grigor, John	School allowance, 86; rejected, 173; Grant passed, 239.
273	Chamberlain, C. W.	The like, 86; rejected, 172; Grant passed, 318.
274	Herring, Penelope	The like, 87; rejected, 172.
275	Gough, Isabella	For continuation of Grant for relief, by reason of her Husband having lost his life when on duty as a Policeman. Supply, 87; Grant negatived, 204.
276	Hunt, Joseph F.	To be reimbursed Duties on articles destroyed by Fire. Trade, 87; recommended in part, and referred to Supply, 160, 161; Grant passed, 197.
277	Allan, J. and others.	For Act to lay out "Sheriff Street" in Portland. On Table, 87.—Bill No. 54.
278	Street, William H. and others.	For Act to alter the times for holding the Circuit Courts in Saint John. On Table, 87.—Bill No. 8.
279	Steadman, John and Black, Charles.	To be reimbursed for the support of Emigrants in Moncton. Emigrant Committee, 87; recommended, and referred to Supply, 261; Grant passed, 318.
280	Spragg, Moses	To be reimbursed for the Board of Policemen who were wounded in the discharge of their duty. On Table, 87.
281	Corporation of Saint John.	For Act to negotiate a Loan to pay the debt due by. On Table, 87.—Bill No. 55.
282	Copely, Hugh	School allowance, 88; rejected, 172; Grant passed, 242.
283	Baldwin, James	For pecuniary relief. On Table, 88.
284	Allan, J. and others.	For amendment in Acts relating to Highways as regards Portland. On Table, 88.—Bill No. 58.
285	Wetherall, Thomas	School allowance, 88; rejected, 173; Grant negatived, 242.
286	Cripps, Edward W.	The like, 88; rejected, 173; Grant passed, 305.
287	M'Indoe, Elizabeth	The like, 88; recommended, and referred to Supply, 171, 174; Grant passed, 194.
288	Agricultural Society, Carleton.	For Return Duties on Agricultural Implements and Seeds. Trade, 88; recommended, and referred to Supply, 160, 161; Grant passed on division, 197.
289	Dibblee, John Lieut. Col. & others.	For amendment in the Militia Law. On Table, 88.—Bill No. 121.
290	St. John Water Co.	To repeal Act further to facilitate the supply of Water, and the more effectual prevention of Fires. On Table, 88.—Bill No. 56.
291	Dibblee, John	To be compensated for services as Receiver of Crown Debts. On Table, 89; motion to refer to Supply negatived, 202.
292	Ormsby, J. W. Capt. Royal Artillery.	For Return Duties on Wines consumed by Officers of that Detachment. Supply, 89; Grant negatived, 204.
293	Corporation, St. John.	For alterations in the Charter of the City. On Table, 89.—Bill No. 57.
294	Skinner, Robie	School allowance, 89; recommended, and referred to Supply, 172, 174; Grant passed, 195.

No.	PETITIONS— <i>Continued.</i>	
295	Olive, W. & others.	To Incorporate the Carleton Mechanic Ship Building Company. On Table, 89.—Bill No. 59.
296	Mechanics' Institute, Saint John.	For aid towards. Supply, 89; Grant negatived, 204.
297	Comeford, Patrick	For aid towards establishing a Sailors' Home at Saint John. Trade, 89; not recommended, 161.
298	Gillies, J. & others.	For encouragement to Agriculture by establishing Model Farms, &c. Agricultural Committee, 89; Report, 255.—Bill No. 127.
299	Carr, Martha	School allowance, 90; rejected, 172.
300	Lancaster Steam Ferry Company.	For aid towards Ferry to Indian Town. Supply, 90; Grant negatived, 204.
301	Gisborne, F. N. Esq. See No. 49.	For amendment in Act incorporating North American Telegraph Company. Committee, 90; Report, and House in Committee on, 112, 113.—Bill No. 43.
302	Peters, Martin H. Esq. M. D.	To be remunerated for Vaccinating Poor at Saint John. On Table, 90; Grant passed, 304.
303	M'Glinchey, Patrick	For Bounty on the erection of an Oat Mill. Agricultural Committee, 90; recommended, and referred to Supply, 255, 256; Grant passed, 288; rejected by Council, 329.
304	Pickard, John Jun.	The like. Agricultural Committee, 90; recommended, and referred to Supply, 255, 256; Grant passed, 288; rejected by Council, 329.
305	Crookshank, R. W. and others.	Against a Duty being levied on Flour. On Table, 90.
306	Clerke, Thomas	For return of Duty on Crockery Ware. Trade, 90; recommended, and referred to Supply, 161; Grant passed, 197.
307	Beverly, Francis	To be remunerated for Public Book Binding. Contingent Committee, 91.
308	Hoyt, Mary	For Pension as Soldiers' Widow. Supply, 91; Grant passed, 238.
309	Richardson, Robina	School allowance, 91; recommended, and referred to Supply, 170, 174; Grant passed, 394.
310	Stewart, Ann	The like, 91; rejected, 173.
311	Wright, George	For Return Duty on Furniture. Trade, 91; not recommended, 161.
312	Movers, J. & others.	For Grant to procure Seed for distribution. On Table, 91.—Bill No. 122.
313	Idear, W. & others.	That Grant to relieve Distress and procure Seed in Northumberland be re-appropriated. On Table, 91.—Bill No. 122.
314	Thompson, John	To be remunerated for services as Surgeon at the Quarantine Station at Miramichi. Emigrant Committee, 91; not recommended, 261.
315	Menzies, A. & others.	For aid towards the erection of Oat Mills at Lancaster. Agricultural Committee, 91; not recommended, 255.
316	Brown, Andrew, Lieut. Col. Royals.	For Return Duties on Wines, &c., for Mess. Supply, 92; Grant passed, 204.
317	Dysart, Sarah Ann	School allowance, 92; rejected, 173; Grant passed, 319; rejected by Council, 332.
318	Mechanics' Institute, Woodstock.	For aid towards. Supply, 92; Grant negatived, 206.
319	Pinquet, J. C.	To be reimbursed for services in preventing the spread of Small Pox at Madawaska. Supply, 92; Grant negatived on division, 221.
320	Linton, James Jun.	For removal of obstructions in Bocabec River. On Table, 92.
321	Justices of Northumberland.	For aid towards the erection of Public Record Office. On Table, 92.
322	Johnston, Robert	For Drawback on Flour imported from Canada. Trade, 92; not recommended, 161.
323	Corporation of Saint John.	For Act to authorize the purchase of Land to enlarge Market House. On Table, 92.—Bill No. 64.

No.	PETITIONS— <i>Continued.</i>	
324	Fraser, John	To be remunerated for services as Waiter and Searcher at Newcastle. Trade, 93; recommended, and referred to Supply, 161; Grant passed, 197.
325	Street, James W.	To be compensated for services rendered to Emigrants. Emigrant Committee, 93; not recommended, 261.
326	Fitzgerald, Michael	To be remunerated for extra work in preparing Tablet to memory of the late Captain Pison. On Table, 93; Grant for, negatived, 320.
327	Henderson, John	School allowance, 93; rejected, 173.
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